



Age-Friendly Saratoga Domains of Livability

Domain #2: Transportation

Last Updated: November 17, 2020

Saratoga County



Public Health

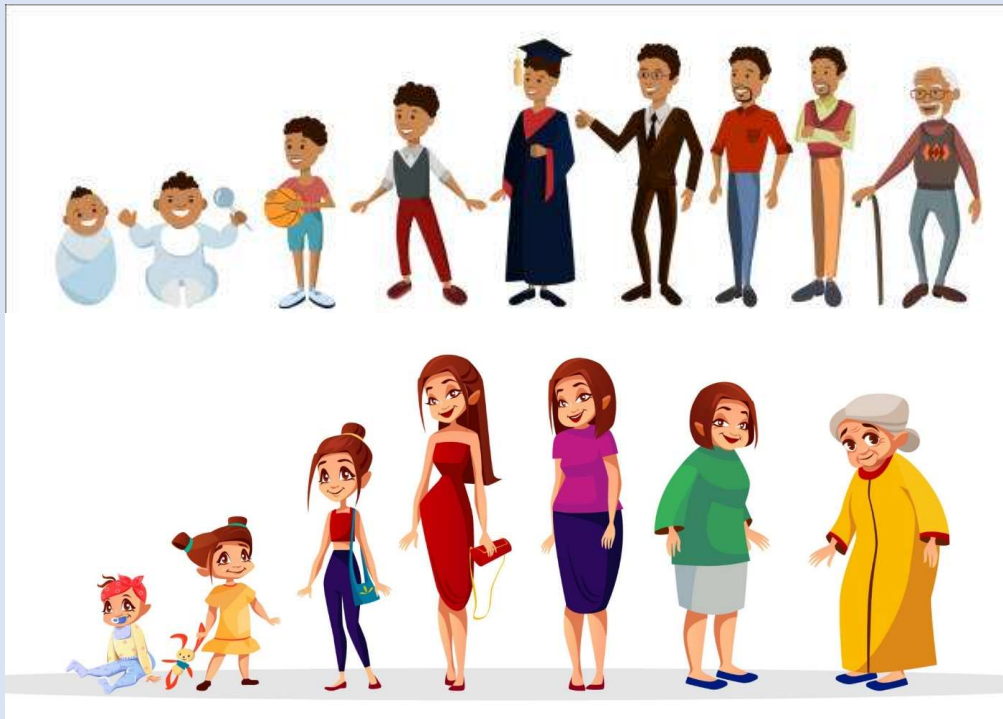
Prevent. Promote. Protect.



/Age/ - a period of human life, measured by years from birth

/Friendly/ - designed or intended to accommodate particular needs, users, etc.

(Dictionary.com)



8 Domains of Livability

Age-friendly communities are those that make healthy life style choices easy and accessible to all members of the community. The 8 domains of livability combine concepts of healthy aging, preventive health, and smart growth:

- **Domain 1: Outdoor Spaces and Public Places**
- **Domain 2: Transportation**
- **Domain 3: Housing**
- **Domain 4: Social Participation**
- **Domain 5: Respect and Social Inclusion**
- **Domain 6: Work and Civic Engagement**
- **Domain 7: Communications and Information**
- **Domain 8: Community and Health Services**



Age-Friendly and Health Across All Policies (HAAP)

- HAAP is a collaborative approach that addresses the **social determinants of health** by incorporating health considerations into decision-making
- So, **non-health focused county agencies** are being asked to
 - Consider how their actions impact health
 - Incorporate health as a factor in future decision-making to increase things like opportunities for physical activity, cleaner air, safer streets, etc.
- Outcome: healthier population, increased productivity, reduced costs due to ill health, economic development, and an even more desirable place to live and work.

Saratoga is a “healthy” county overall: County Health Rankings

Capital Region Counties	County Health Rankings & Roadmaps (2020) (Rank out of 62 NYS counties)
Saratoga County	#1
Albany County	#10
Rensselaer County	#16
Schenectady County	#24

Saratoga County has ranked in the **top 5** since the rankings' inception in 2010.

(County Health Rankings & Roadmaps, 2020)

Strengths: correlate with strong economic indicators

- socioeconomic status - low teen birth rate, high rates of high school graduation, low number of children in poverty, fewer children in single parent households.
- insured status - low percentage of uninsured, a healthy ratio of primary care physicians to population, mammography screening, flu vaccination.
- Adult Physical Activity – correlation with higher socioeconomic status due to greater leisure time.

Weaknesses: involve health behaviors, such as high rates of

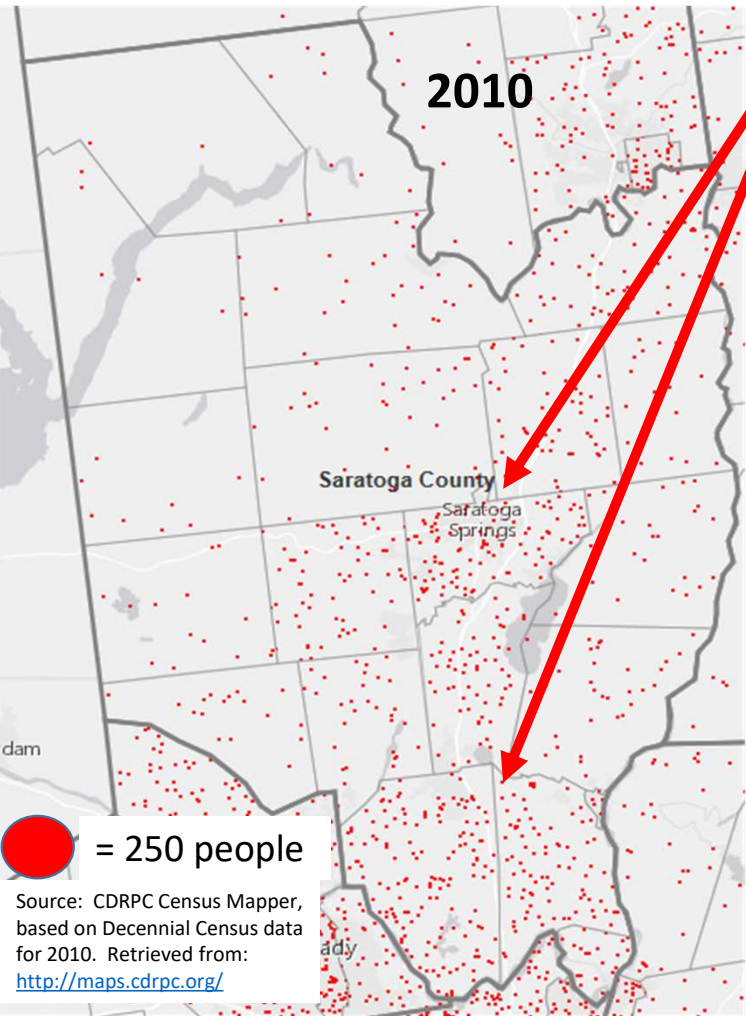
- smoking,
- drinking, and
- obesity

*Our community health stakeholders came to a similar conclusion when they voted to make obesity and substance use the focus areas of our Community Health Improvement Plan (CHIP) for 2019-21.

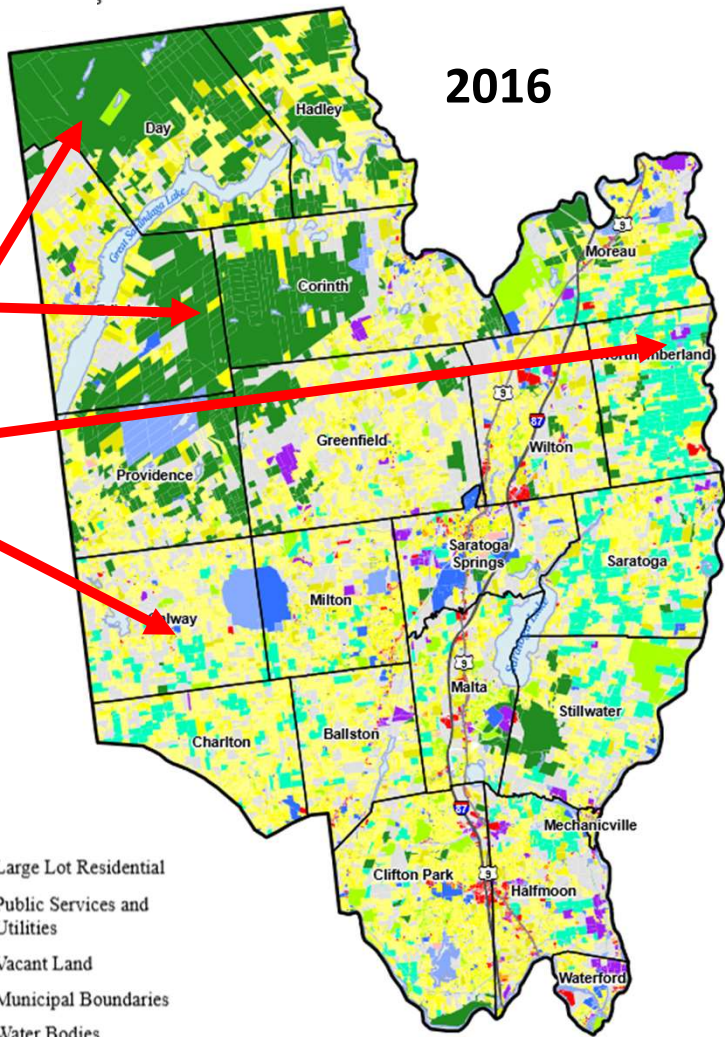
Where are people located in our County?

Wherever people are, there is a need for transportation

Saratoga County Population and Land Use

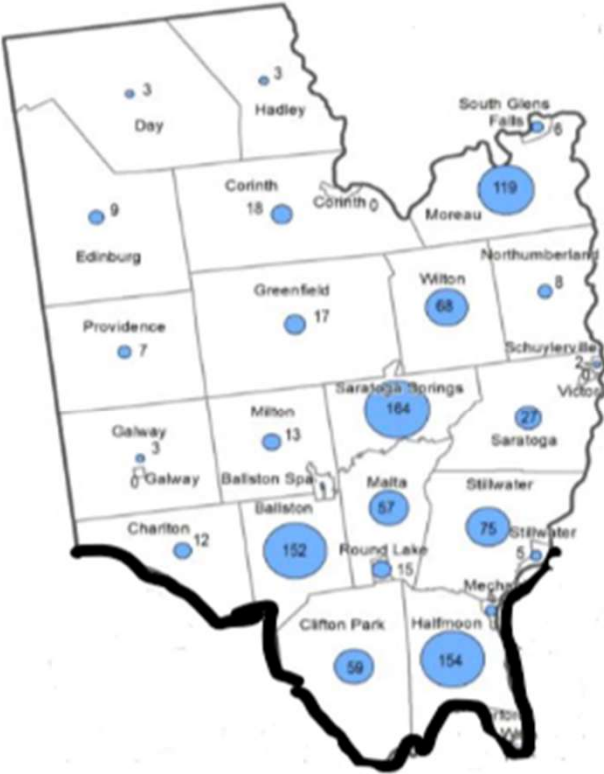


- The population is **most dense** in the middle and southern portion of our county.
- Much of the North Western portion of the county is “**wild, forested and conservation lands**”.
- **Agriculture** uses are concentrated along the eastern side of the Northway and, on the western side, from approx. the mid-line down.
- Overall, the vast majority of land throughout the county is dedicated to **residential** use.

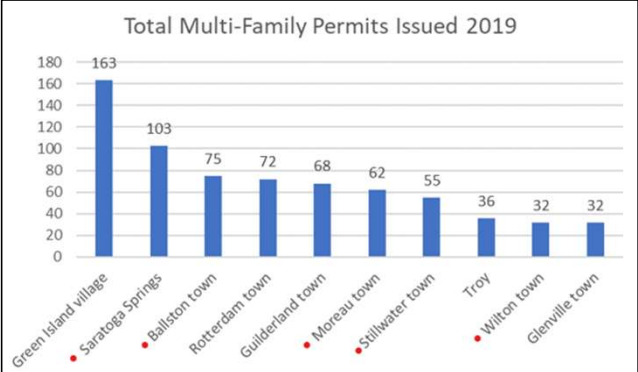
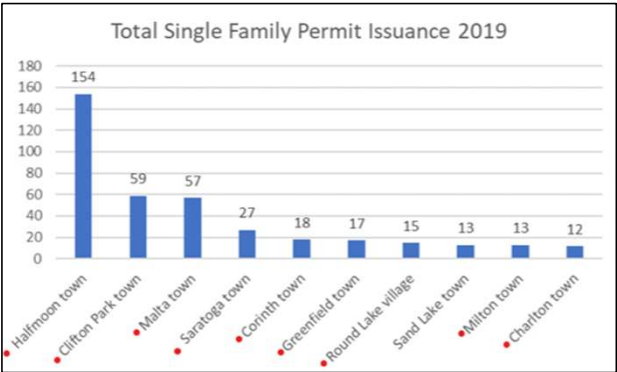
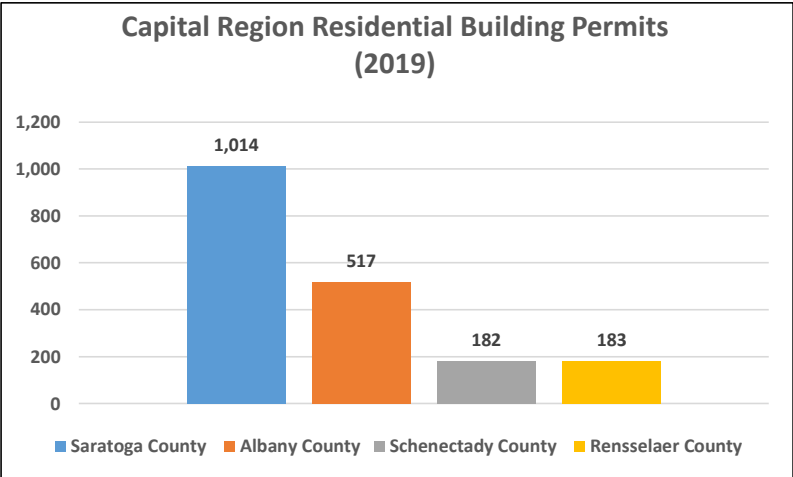


(Capital District Regional Planning Commission, 2016).

Saratoga County Residential Building Permits (2019)

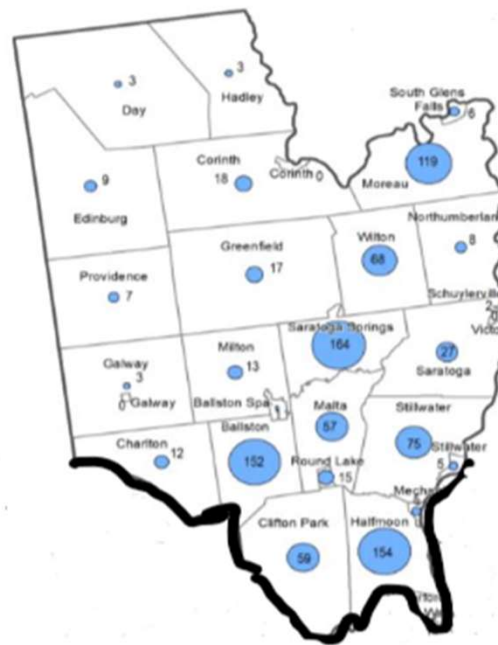
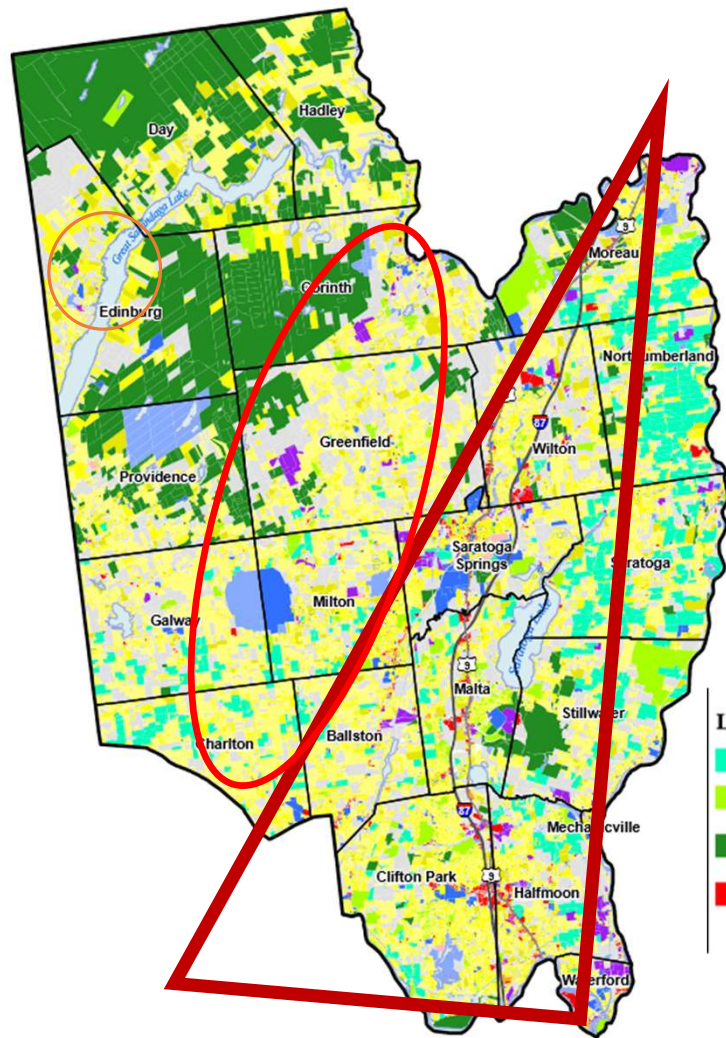


Saratoga County continued its trend of issuing **more** residential building permits last year than any other Capital Region county.



Saratoga County municipalities accounted for 9 of the top 10 Capital Region municipalities with respect to single family permits and 5 of the top 10 for multi-family residential building permits.

(Capital District Regional Planning Commission, 2019)



Few Saratoga County municipalities are spared from residential growth

Build up of residential areas is continuing throughout Saratoga County, including in the **North** and **West**.

With residential development comes increased demand for services, such as schools, medical care, and [transportation](#).

Land Use

- Agricultural
- Outdoor Recreation
- Wild, Forested and Conservation Lands
- Commercial

- Recreation and Entertainment
- Industrial
- Community Services
- Mixed-Use
- Single Family
- Multi-Family

- Large Lot Residential
- Public Services and Utilities
- Vacant Land
- Municipal Boundaries
- Water Bodies

How do Health and Aging relate to Transportation?

- (1) Transportation Access
- (2) Chronic Diseases like obesity, cardiovascular disease, and hypertension
- (3) Air pollution from traffic and respiratory disease
- (4) Traffic injuries and deaths

(1) Transportation Access

Transportation connects residents to employment/school, healthcare, healthy food options, social connection, etc.

4.2% of Saratoga County households (2017) don't have a vehicle, and about 33% rely on just one vehicle for the entire household.

- Almost $\frac{1}{3}$ of the general U.S. population cannot or does not drive (because of young or old age, disability, limited or no access to a vehicle, etc.).
- Transportation planning should address all residents, not just the $\frac{2}{3}$ that drive, by ensuring that key destinations are accessible whether by car, foot, bicycle, or public transit. (FHA Small Town and Rural Multimodal).
- However, beginning in the 1940s, U.S. transportation dollars began to design and fund roadways primarily for motor vehicles at much higher levels than construction for transit, walking, bicycling, etc.

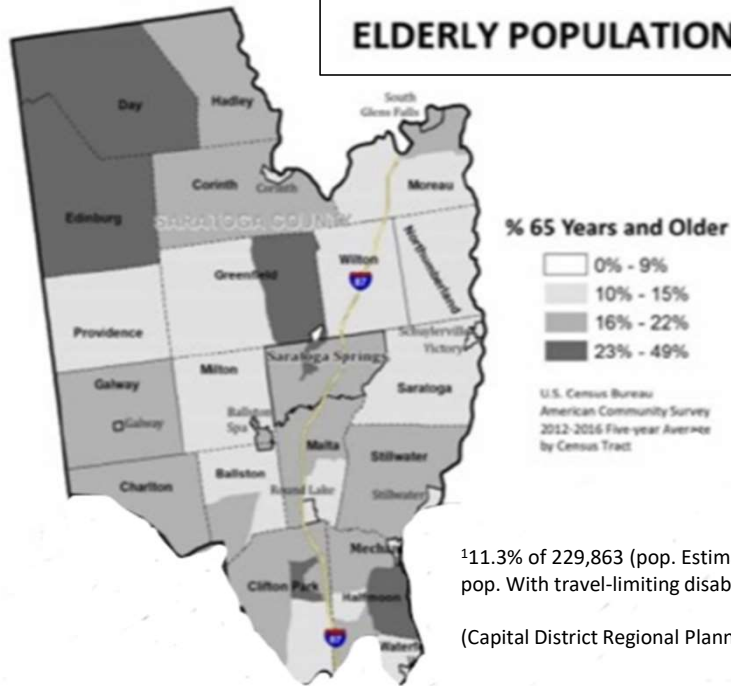
Transportation Access

Older Adults

8% of Americans aged 5+ have travel-limiting disabilities, and the odds of incurring a travel-limiting disability increases with age. **Saratoga County has a large and growing older adult population (approx. 18% aged 65+).**

Saratoga County

ELDERLY POPULATION



¹11.3% of 229,863 (pop. Estimate for July 1, 2019)=25,975 with a disability. 52.7% of 25,975=13,689 estimated pop. With travel-limiting disability, which is approx. 6% of total pop.

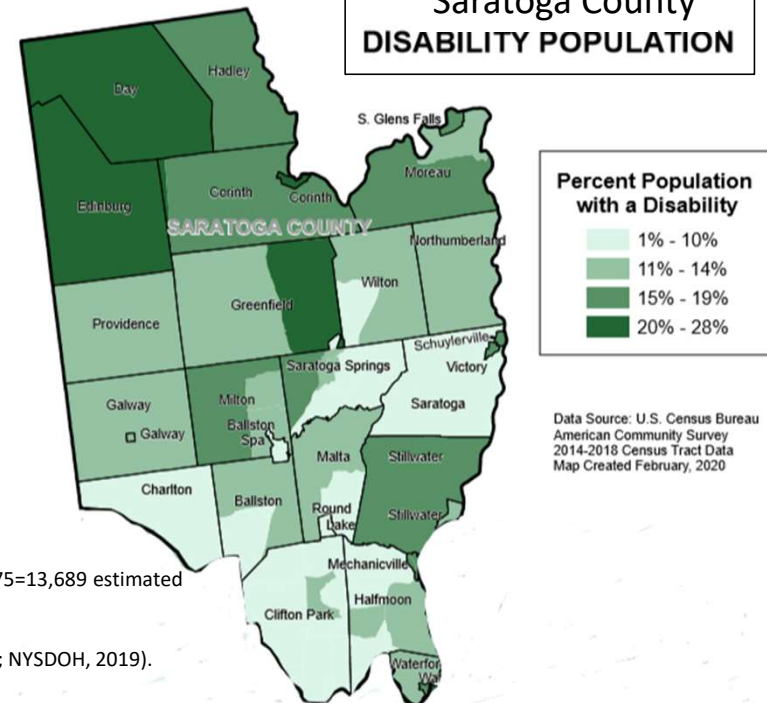
(Capital District Regional Planning Commission, 2019, Demographics González-Rivera et al.; NYSDOH, 2019).

People with Disabilities

Most (52.7%) Americans with disabilities, of any age, have a travel-limiting disability, and, they are less likely to own/ have access to a car (about 1/5 live in zero-vehicle households). **Given that 11.3% of Saratoga County residents have a disability, we can guesstimate that about 6% of our population (or 13,689 people) have a travel-limiting disability.¹**

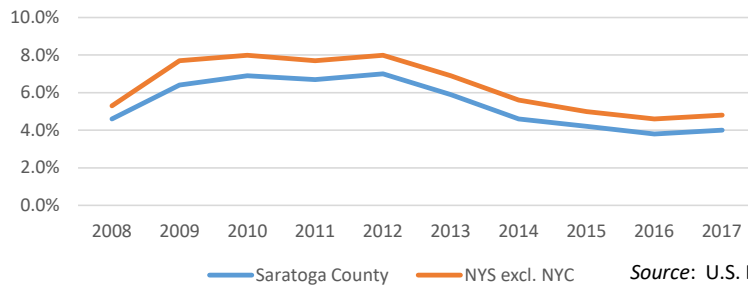
Saratoga County

DISABILITY POPULATION



Transportation Access and Poverty

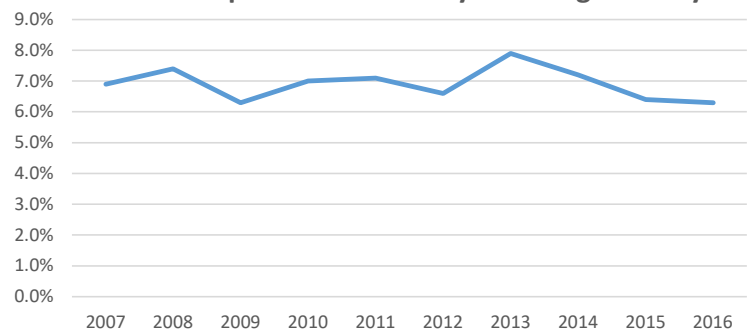
**Saratoga County and NYS
% of Labor Force Unemployed**



Source: U.S. Department of Labor, data as of July, 2018

	% of labor force unemployed (2017)
Saratoga County	4.0%
New York State	4.7%

% of Population in Poverty - Saratoga County



Source: U.S. Census Bureau, data as of May, 2018

(United Way; United for ALICE, 2020, ALICE essentials index; United Way of New York State; United for ALICE, 2020; USDA, Food Environment Atlas data as of March 2018).

	% Population in Poverty (2018)
Saratoga County	6.3%
New York State	13.6%
U.S.	11.8%

Cost pressures tend to push people with lower incomes to more rural areas where the cost of living is generally 20% lower than urban areas, primarily due to the lower cost of housing.

As people move further out, transportation options dwindle at the same time that their transportation costs increase (longer commute, more wear and tear on vehicle, more gas).

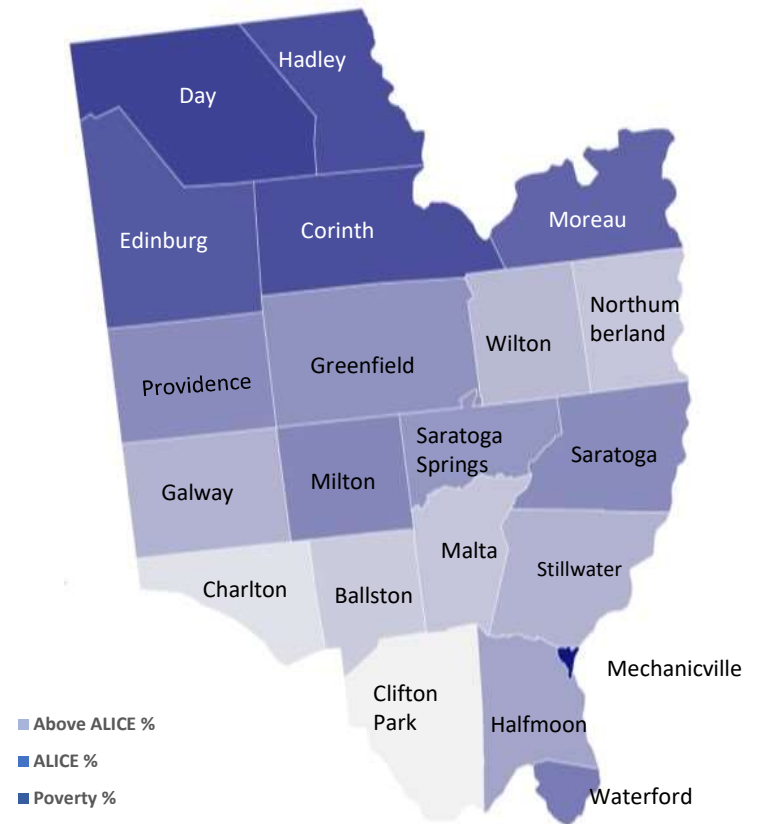
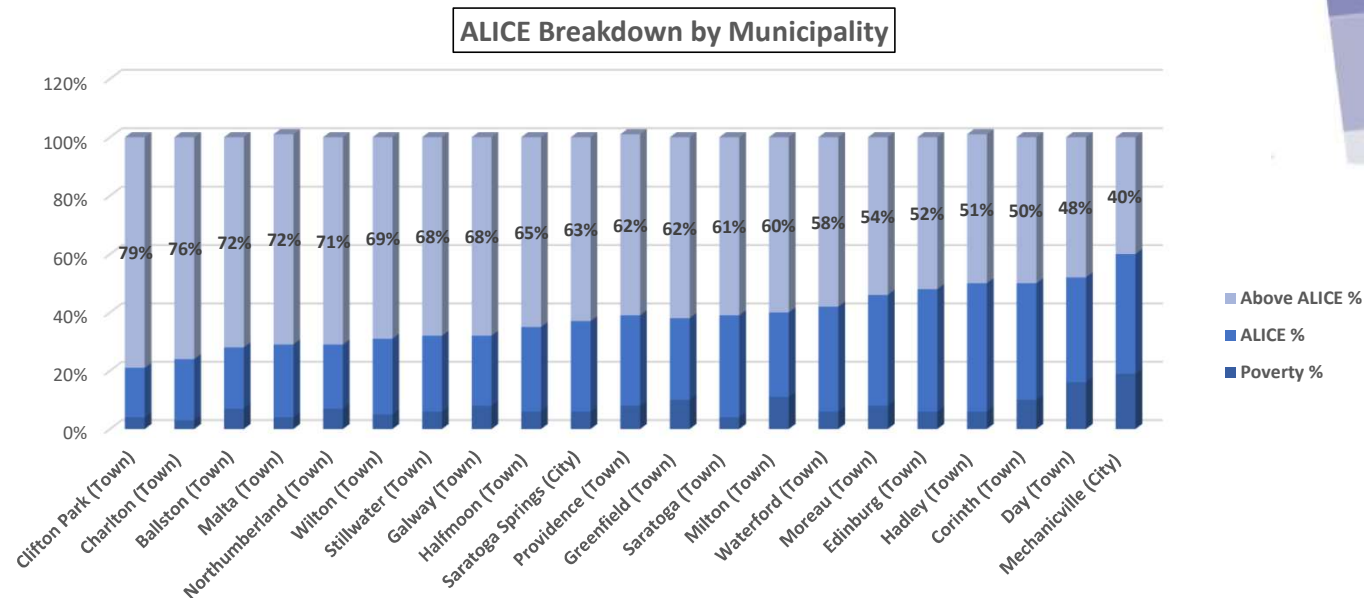
Transportation barriers contribute to pushing adults out of the labor force, worsening low income status and adversely impacting social determinants of health.

Example: Saratoga County's % of population with low income and low access to a large grocery store (4% based on 2015 data) has been on a "worsening" trajectory for the past 10 years

ALICE = Asset Limited, Income Constrained, Employed

ALICE households are the “working poor,” those earning more than the Federal Poverty Level but less than the basic cost of living for our county (housing, child care, food, transportation, health care, and a basic smartphone plan).

Saratoga County municipalities with the **highest percentages of people living in poverty + the working poor** are concentrated in the northern, rural regions (with the exception of the City of Mechanicville).



(United Way, United for ALICE, 2020)

(2) Transportation and Chronic Disease

Physical activity prevents and mitigates adverse outcomes across a wide-range of conditions, including: coronary heart disease, cancer, diabetes, arthritis, depressive disorders, cognitive impairments in older adults, and obesity (Klann et al.).

Walking and **bicycling** are particularly important forms of physical activity because:

- They double as transportation and can therefore be baked into the routines of our day.
- Most can do them relatively easily and cheaply, making them the most common forms of physical activity.
- When substituting for motor vehicles, there are health benefits for the rest of the community by reducing air pollution and traffic congestion; promoting social cohesion; and increasing retail foot traffic.

The “**built environment**” (i.e., man-made structures in which we live and work) can promote physical activity by increasing walk- and bike-ability.

Physical Activity: Older Adults & Rural Populations

Older Adults

Engagement in physical activity tends to decrease with age just as the prevalence of chronic disease increases.

- **27.5%** of U.S. population aged **50+** and **35%** of those **75+** report not engaging in any physical activity outside of work (MMWR)
- Walking, gardening and yard work are the most popular types of physical activity among older adults (Klann et al., 2019)
- Safe walking infrastructure is particularly important for older residents because they:
 - Tend to be slower crossing streets, have slower response times
 - Are more likely to use assistive walking devices,
 - Face losing their independence if safe walking is not an option. The average American adult typically outlives his/her ability to drive by 6-10 years. (League of American Bicyclists).

Rural Residents

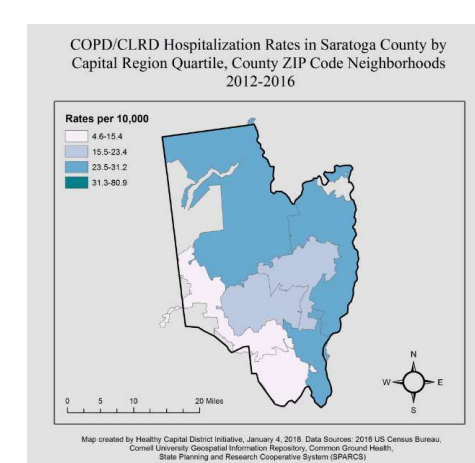
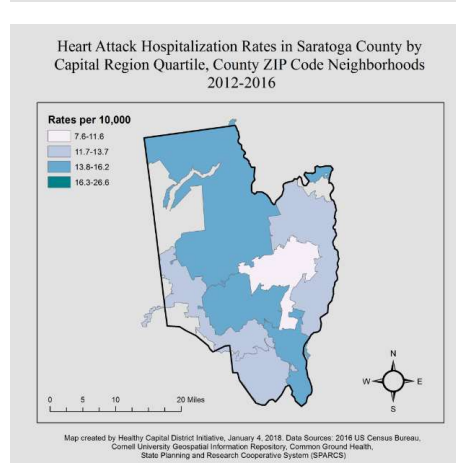
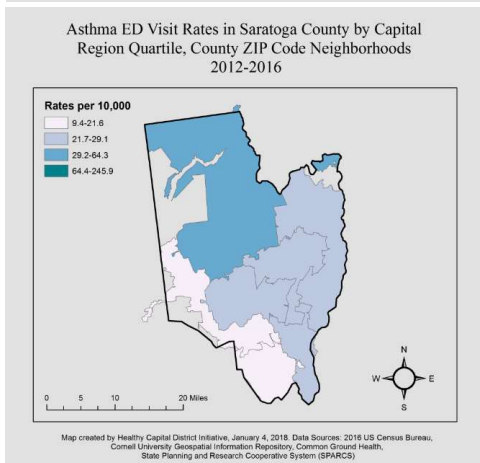
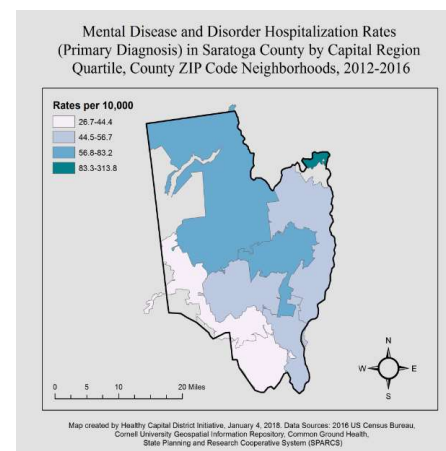
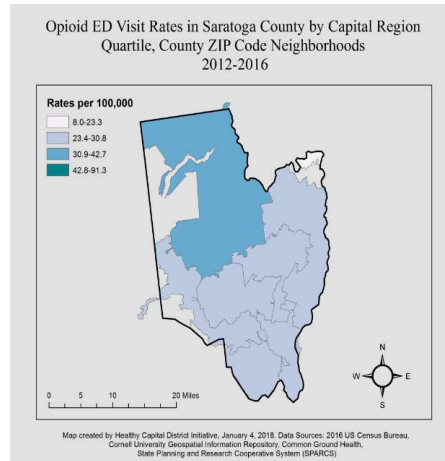
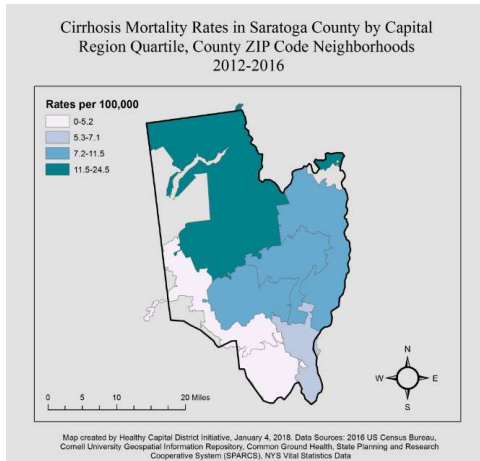
Rural residents are more likely to be overweight or obese and suffer from more chronic disease, in part, because they tend to engage in less physical activity, spend more time in a car, and have lower incomes.

Many small and rural communities are located on State and County roadways built to design standards that favor high-speed motorized traffic.

- Makes walking and bicycling less safe and less comfortable.
- While only **19%** of the U.S. population lives in rural areas, they account for **58%** of all fatal crashes and **60%** of traffic fatalities.
- Police presence in rural areas is too uneven and scant to provide effective speed limit enforcement

Higher Chronic disease burden in rural areas

Hospitalization Map Data by Zip Code

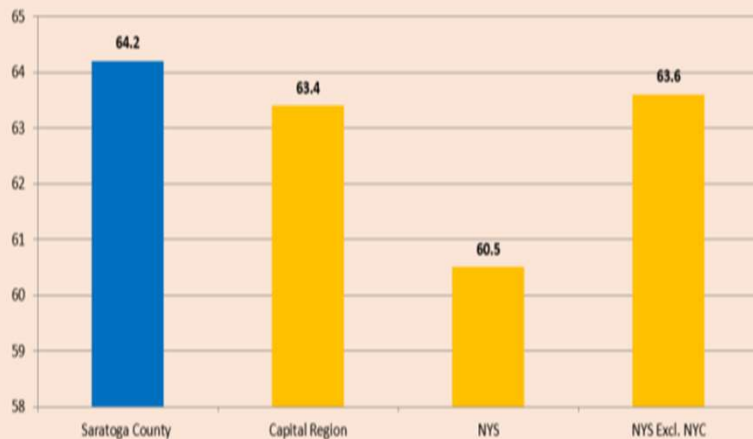


Saratoga County: Obesity

Adult Obesity

Adult Obesity has been noted as a weakness for Saratoga County in the County Health Rankings for a number of years.

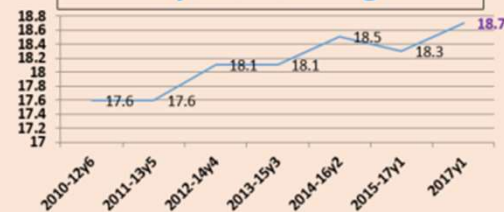
% Age-Adjusted Adults Overweight or Obese (2016)



Source: NYS Expanded Behavioral Risk Factor Surveillance System, data as of January, 2019

Childhood Obesity

Saratoga Co. % Children Aged <5 years Overweight



Saratoga Co. % Children Aged <5 years Obese



NYS % Children Aged <5 years Overweight



NYS % Children Aged <5 years obese



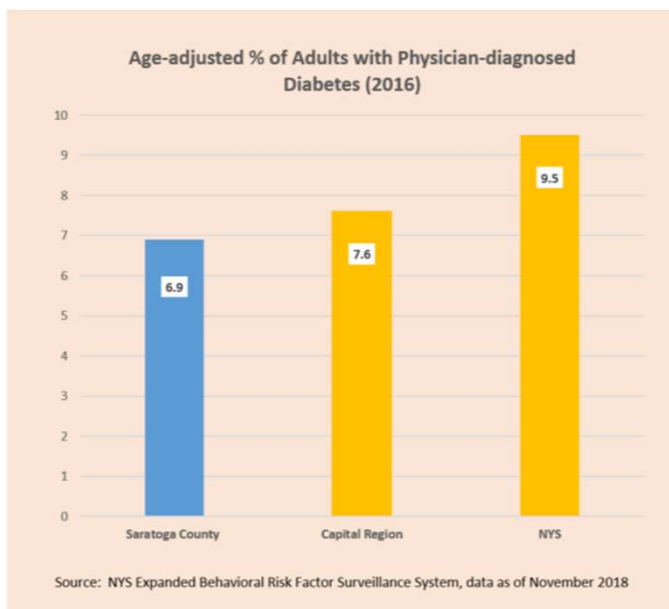
Source: NYS Pediatric Nutrition Surveillance System Annual Reports 2010-12 to 2017

What shocked our community health partners during our county-wide health assessment last year (2019) were the high obesity rates in very young children. The percentage of **<5 year olds** in Saratoga County experiencing overweight and obesity is not only higher than New York State, but we are trending upward while NYS trends downward.

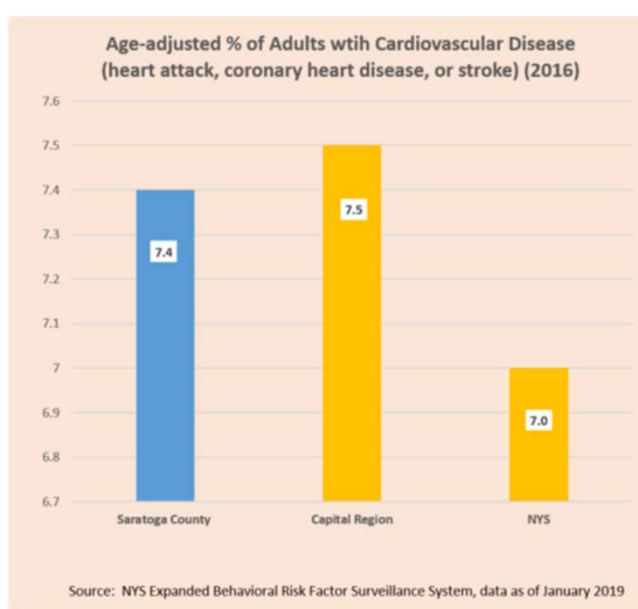
Saratoga County: Other Chronic Disease

A smaller percentage of Saratoga County's population live with diabetes, cardiovascular disease, and high blood pressure than the Capital Region. However, our comparatively high obesity rates mean that our success is tenuous, and, furthermore, that far fewer could be living with these conditions if we invest in changes in our environment that facilitate behavior change.

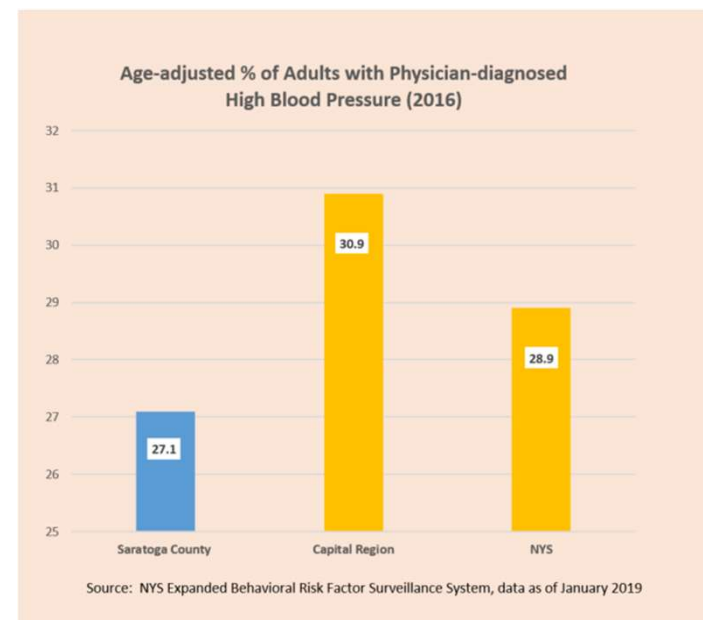
Diabetes



Cardiovascular Disease



High Blood Pressure

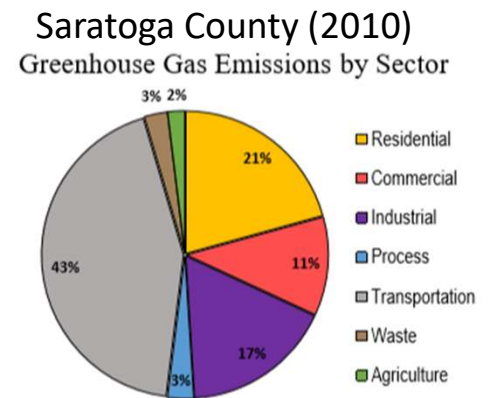


(3) Transportation and Air Pollution

Transportation (all modes) is the largest single contributing category of U.S. greenhouse gas emissions. Motor vehicles are a leading source of air pollutants that affect human health

- Increased premature births, low birth weight, and fetal and infant mortality
- Increased development of asthma in children and increased severity of childhood asthma attacks
- Slowed lung function growth in children and teenagers, reduced lung capacity at any age
- Increased susceptibility to respiratory illness (e.g., pneumonia, bronchitis)
- Worsening of Chronic Obstructive Pulmonary Disease (COPD) in adults
- Increased risk of death from cardiovascular disease and increased risk of heart attack and stroke,
- Increased lung cancer
- Increased cognitive impairment and dementia in adults

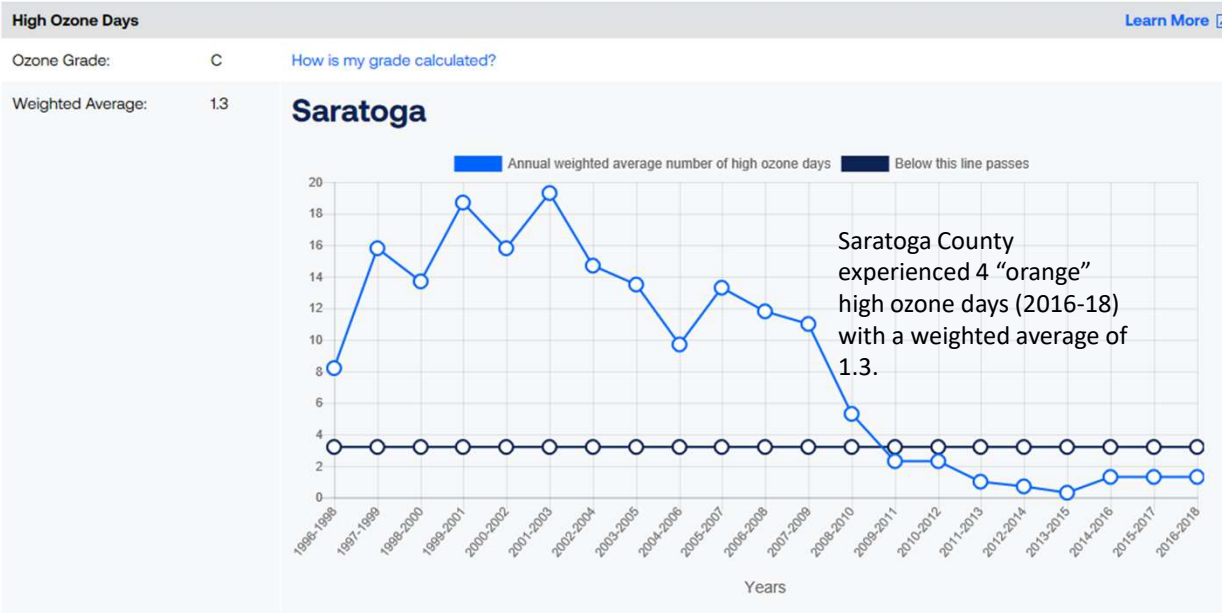
Long-term exposure to fine particulate matter, even at levels below the National Ambient Air Quality Standards, increases the **premature death risk** among people age **65+**.



Source: Capital District 2010
Regional GHG Inventory.

Saratoga County has relatively poor air quality

The American Lung Association annually grades all U.S. counties with respect to air quality. For the past 3 years, Saratoga County has received a “C” based on the # of days with elevated ozone (orange level) levels.



(American Lung Association, 2020)

“Orange” = a concentration of particles 71-85 ppb, which is considered unhealthy for sensitive groups.

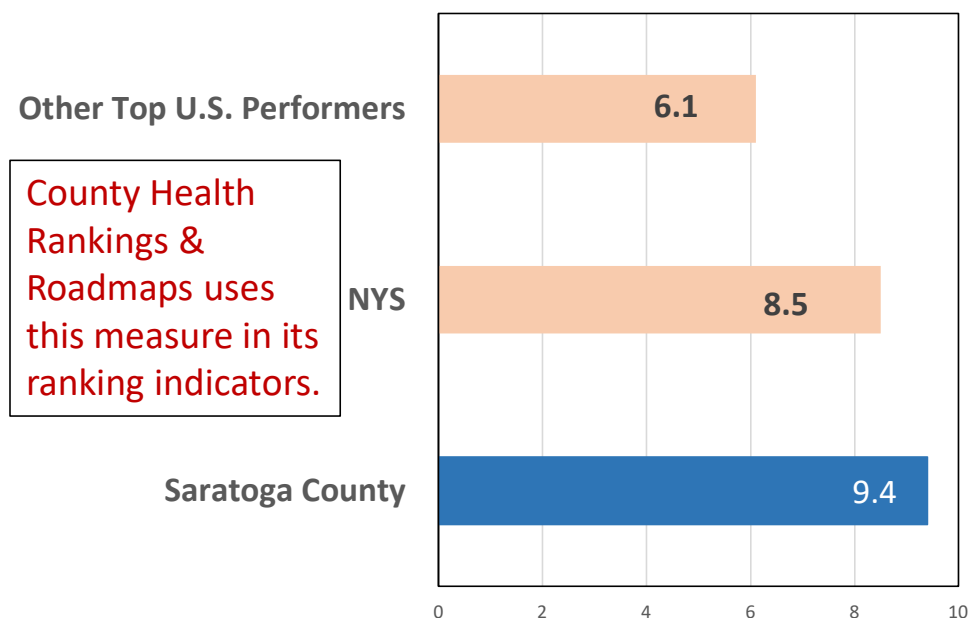
No data is collected in our County with respect to high particle pollution.

Federal Transportation Program lumps Saratoga County with other poor air quality counties

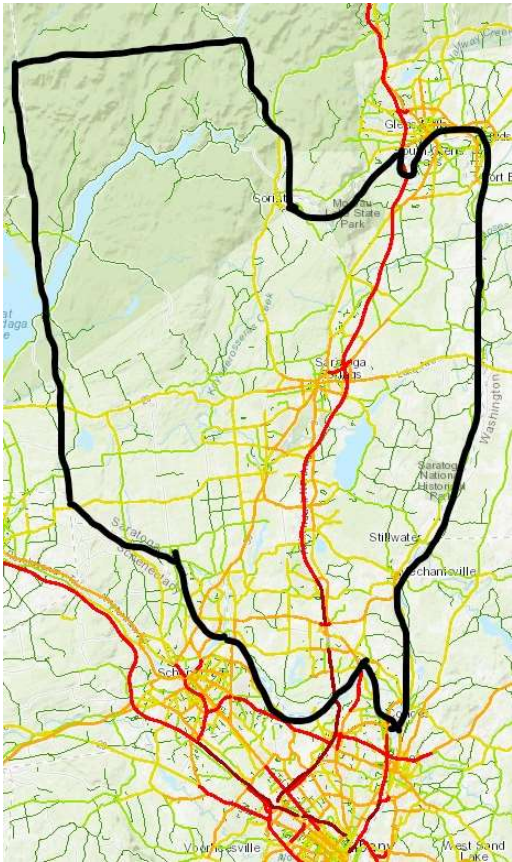
During the last round of funding (2018), **Saratoga County** was 1 of only 19 NYS Counties eligible for federal transportation improvement funds allocated under the **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**, which is allocated to “non-attainment” or “maintenance” areas with respect to fine particulate matter national air quality standards.

- CMAQ projects must reduce pollutant emissions and generally involve:
 - Transit improvements
 - Shared-ride services
 - Traffic flow improvements
 - Demand management strategies
 - **Pedestrian and bicycle programs**
 - Inspection and maintenance programs

Average Daily Density of Fine Particular Matter
(micrograms per cubic meter - PM2.5) (2014)



Source: Environmental Public Health Tracking Network from the CDC.



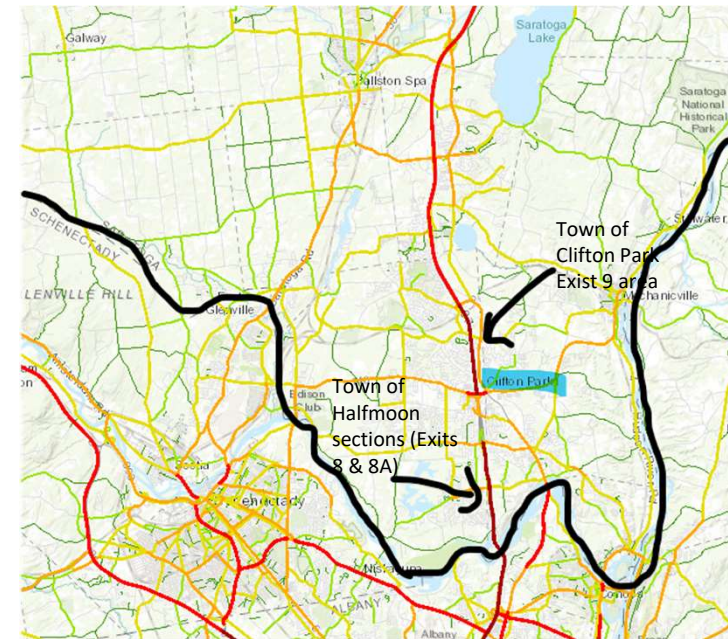
NYS Traffic Data Viewer, accessed on August 28, 2020, based on 2016 data.

(US DOT, 2015)

Highly Trafficked Routes

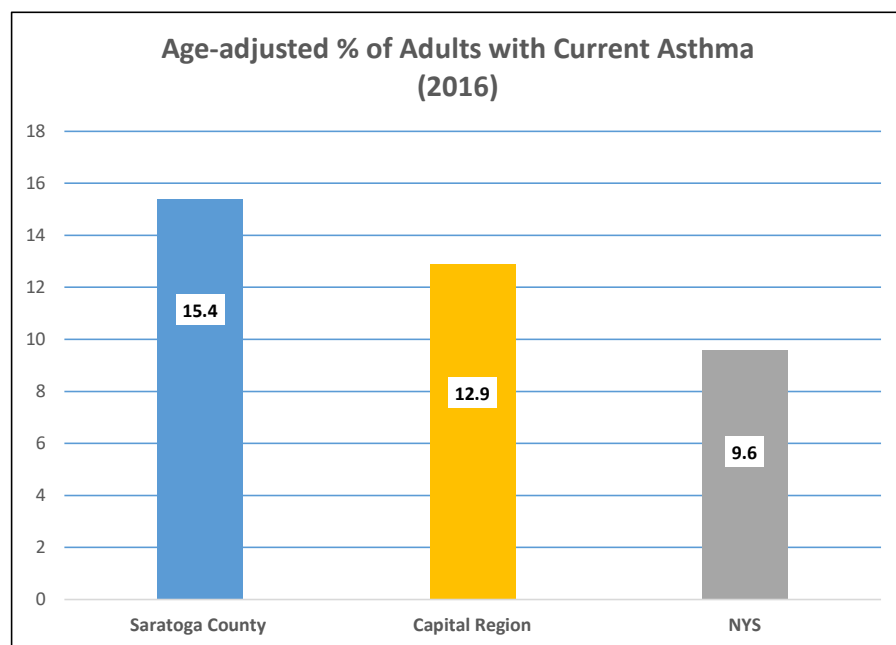
People living within 200 meters (approx. .1 miles) of a roadway that carries **>125,000 annual average daily traffic (AADT)** are at higher risk of adverse health impacts from traffic-related pollution (U.S. DOT, 2015).

- There are currently **no** >125,000 AADT roadways in the Capital Region.
- The highest AADT roadway in Saratoga County is **I-87**, and the highest AADT segments of I-87 in our county are located at:
 - Exit 8 South to Albany in the **Town of Halfmoon**
AADT=103,346
 - Exit 8 to Exit 8A in the **Town of Halfmoon**
AADT=89,920
 - Exit 9/ Route 146 area **Town of Clifton Park**
AADT=86,671



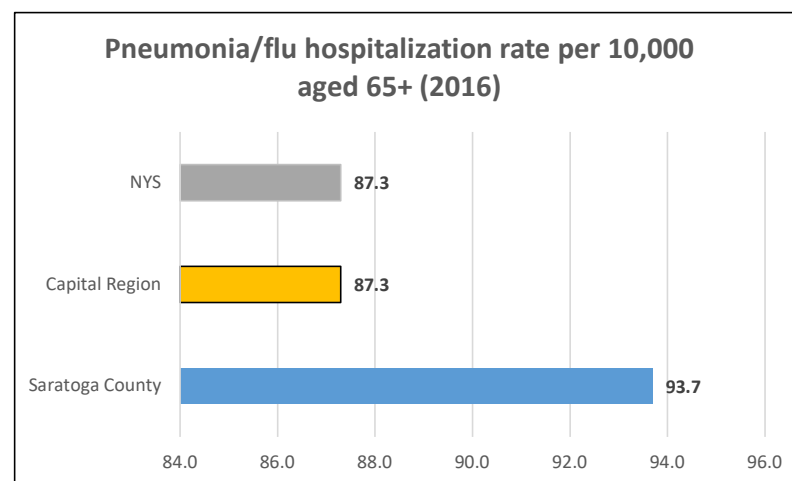
Health Indicators that may reflect the influence of poor air quality

Asthma – Saratoga County has a higher % of adults with asthma. However, our asthma-related hospitalization and mortality rates remain much lower indicating that, thus far, our residents have “well-controlled” asthma, possibly due to good health insurance coverage and other socioeconomic factors.



Source: NYS Expanded Behavioral Risk Surveillance System, data as of November 2018

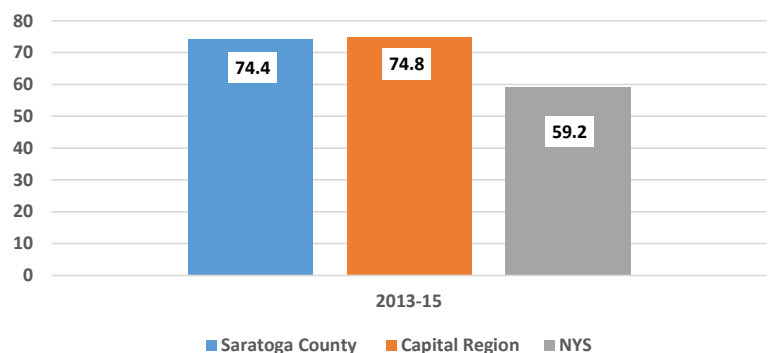
Pneumonia/Flu – Despite having higher immunization rates, our 65+ population has a much higher hospitalization rate than the Capital Region and NYS.



Source: SPARCS data as of December 2017.

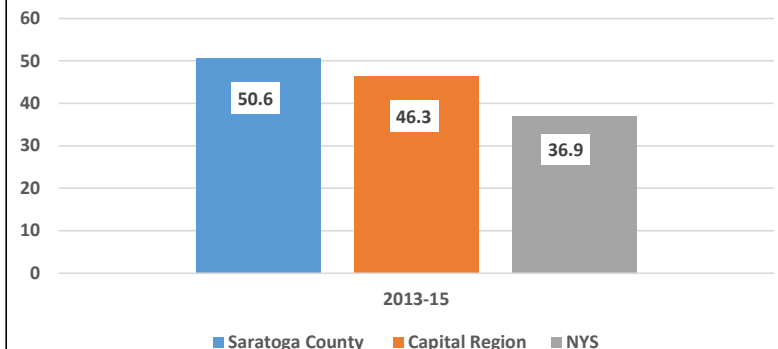
Lung Cancer

Age-Adjusted Lung and Bronchus Cancer
Incidence Rate per 100,000

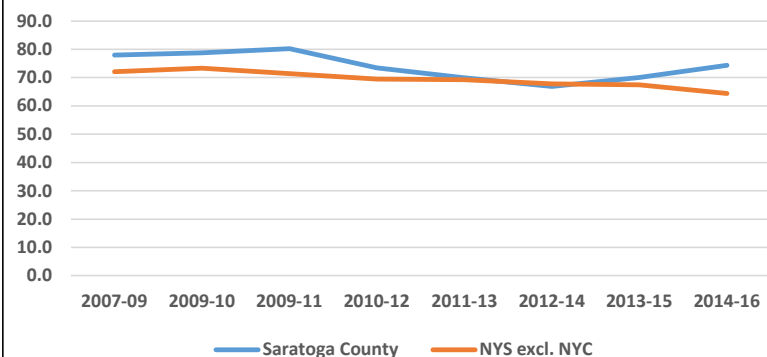


Saratoga County has a comparable lung cancer incidence rate and a much higher mortality rate than the Capital Region and NYS. Moreover, our trend for both is increasing while state rates appear to be decreasing.

Age-Adjusted Lung and Bronchus Cancer
Mortality Rate per 100,000

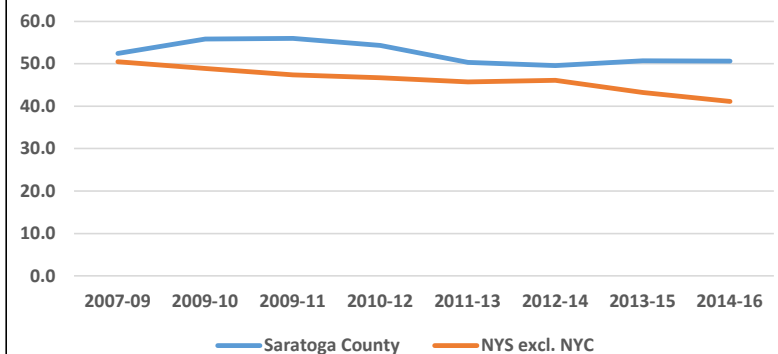


Age-Adjusted Lung and Bronchus Cancer
Incidence Rate per 100,000



NOTE: Smoking rates may be a contributing, but not the primary, factor as Saratoga County and the Capital Region have similar smoking rates. (17.3% Saratoga County adults are current smokers, 17.5% Capital Region, and 14.5% of NYS).

Age-Adjusted Lung and Bronchus Cancer
Mortality Rate per 100,000



(4) Traffic Injuries and Deaths

Young and old ages are particularly affected by traffic crashes nationwide:

- Older populations are over-represented in intersection fatalities by a factor of **>2-to-1**
- **12%** of the bicyclists killed in traffic crashes in 2008 were between 5 and 15 years old.

Saratoga County Traffic Injury Data

Motor Vehicle Traffic Injuries – Saratoga County Roadways

Year	Deaths	Hospitalizations	Emergency Department Visits
2014	11	78	876

Source: NYS Department of Health, Bureau of Occupational Health and Injury Prevention, Crash Outcome Data Evaluation System, 2016

Roadway fatalities and injuries are **costly**.

In the U.S., motor-vehicle related fatalities and injuries caused an estimated \$180 billion annually in property damage and health impacts.

Saratoga County Traffic Injury Costs

2014 health-related economic consequences of traffic-related injuries on Saratoga County roads:

Every 2 months, as a result of traffic-related crashes on Saratoga County roads in 2014, an average of:

- 2 people died
- 13 people were hospitalized
- 146 people were treated in an Emergency Dept.

- \$7.1 million in hospitalization charges
 - Approximately \$627,000 was charged to publicly funded programs, such as Medicaid, Medicare, VA health care, and corrections
- \$3.7 million in ED charges

(American Public Health Association, n.d., Public health and equity; American Public Health Association, n.d., Transportation and public health; Behavioral Risk Factor Surveillance System (BRFSS); Fatality Analysis Reporting System)

Crashes are not random, uncontrollable acts of fate. Instead, they occur in predictable patterns, with recognizable risk factors among identifiable populations. Thus, traffic crash-related injuries are predictable and preventable.

Alcohol-Impaired Driving

Saratoga County has a known problem with **excessive drinking** and **alcohol-impaired driving**.

- Since 2018, the County Healthy Rankings have identified “**excessive drinking**” as a Saratoga County weakness given that a high **21%** of our residents (2017 data) reported engaging in excessive drinking in the previous month, notably more than other Top U.S. Performers (13%) and NYS overall (19%).
- In 2020, the County Health Rankings added **alcohol-impaired driving deaths** as another area in need of improvement given that **34%** of driving deaths (2014-18) in Saratoga County involved alcohol, compared to, just 11% of other Top U.S. Performers and 21% for NYS overall.

Notable Crash Patterns for Saratoga County



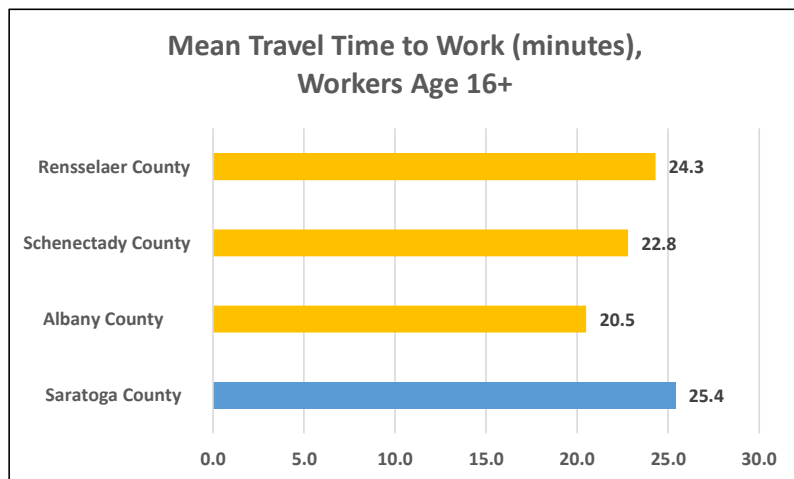
Pedestrian Crashes

Based on 2013 crash data, Saratoga County was named by NYS as one of 20 “**Focus Counties**” (Outside NYC) for pedestrian crashes, ranking 17th in terms of pedestrian crashes.

- NYS found that in the Focus Counties, the majority of pedestrian crashes occur on local roads, particularly when pedestrians are crossing the road.
- Engineering improvements that can improve pedestrian safety include: signalized intersections, marked pedestrian crosswalks, mid-block crosswalks, raised medians.
- Streets designed for pedestrian safety often provide drivers increased safety as well.

How are Saratoga Residents Getting Around currently?

Most people drive, alone.

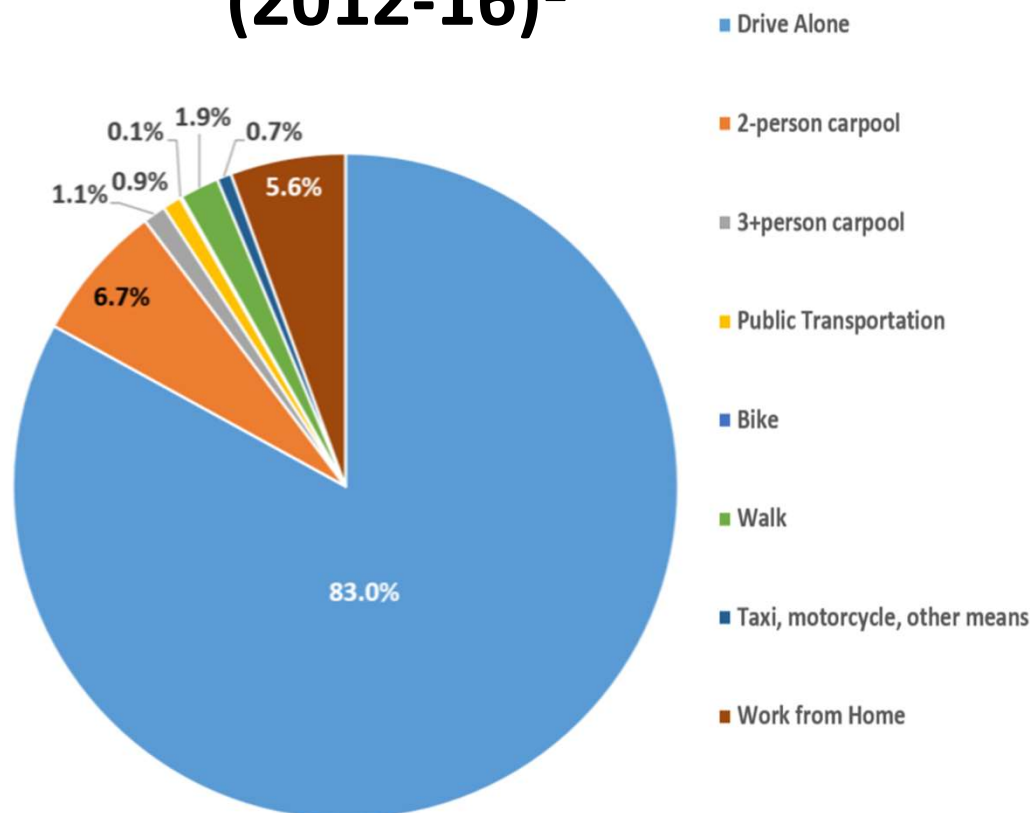


Saratoga County residents have the highest mean travel time to work in the Capital Region (**25.4 minutes**).¹ And, **37%** of our residents drive **>30 minutes**.²

Even non-commuting residents drive many miles each day:

Based on regional data, the Capital Region's daily Vehicle Miles Traveled (VMT) per capita is 26.6 miles.³ VMT measures how much the average person drives by dividing the total annual miles of vehicle travel (based on local traffic data counts from permanent automatic traffic recorders on select roadways) divided by total population.

Saratoga County Commute Mode Share (2012-16)¹

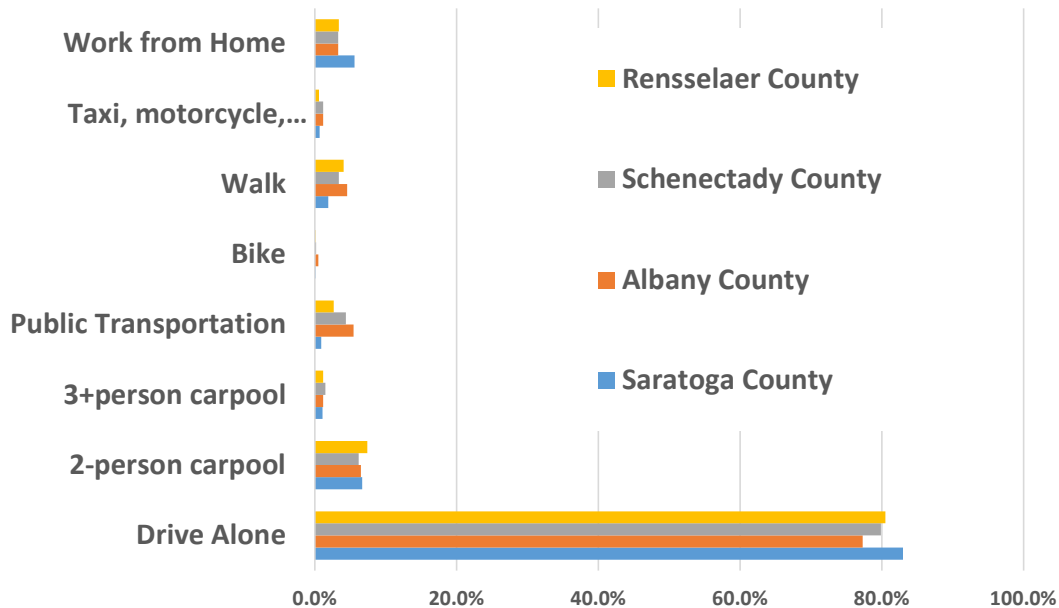


(¹ U.S. Census Bureau, American Community Survey, 2012-16. ²U.S. Census Bureau, American Community Survey, 2014-18, 5 year estimates; ³Jennifer Ceponis, CDTC email dated August 28, 2020)

Comparison to the Capital Region

Based on work commute, Saratoga County residents drive the most, walk and use public transportation significantly less, and carpool, bike, and taxi about the same (not much) as other counties. One bright spot is that more of our residents are able to work from home.

Commute Mode Share (2012-16)



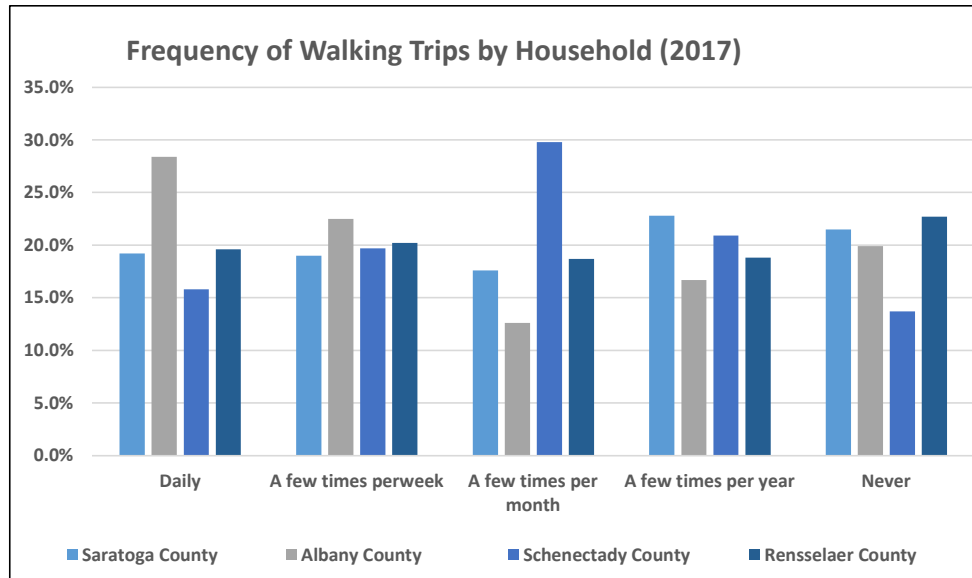
Source: American Community Survey, 2012-16.

Commute Mode Share (2012-16)	Saratoga County	Albany County	Schenectady County	Rensselaer County
Drive Alone	83.0%	77.3%	79.9%	80.5%
2-Person Carpool	6.7%	6.5%	6.2%	7.4%
3+Person Carpool	1.1%	1.2%	1.5%	1.2%
Public Transportation	0.9%	5.5%	4.4%	2.7%
Bike	0.1%	0.1%	0.2%	0.1%
Walk	1.9%	4.6%	3.4%	4.1%
Taxi, motorcycle, other	0.7%	1.2%	1.2%	0.6%
Work from Home	5.6%	3.3%	3.3%	3.4%

Walking and Bicycling Frequency

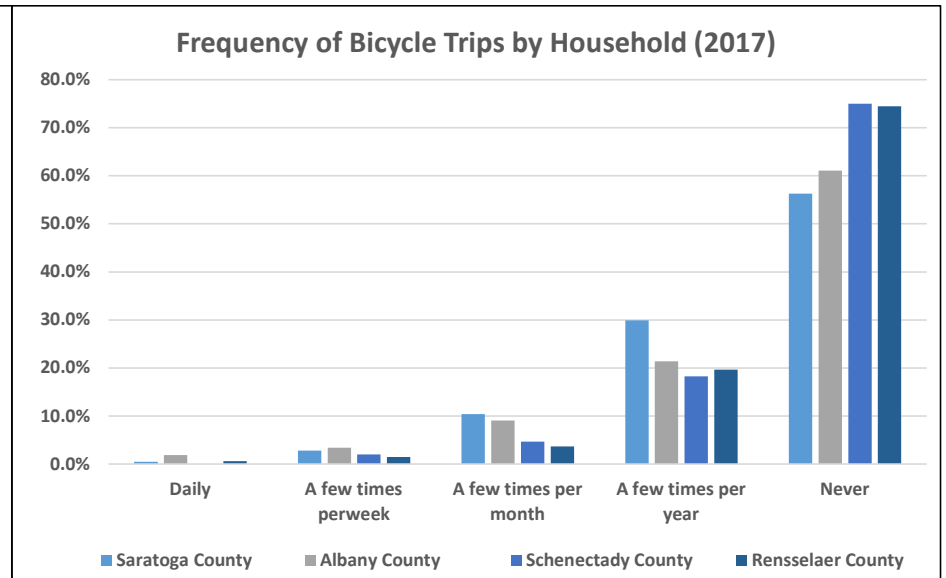
Walking

Only about **40%** of Saratoga County households report walking daily or weekly, less than the 50% of Albany County households and significantly less than the 73% of U.S. households responding to the same survey.



Bicycling

Saratoga County households appear to have an affinity for bicycling, with the highest % of households (43.6%) reporting bicycling at some point during the year.



Saratoga County's Current Transportation Network

Primarily privately-owned vehicles with public transit limited to bus service in only a portion of the County

Metropolitan Regional Planning Organizations

There are 2 Metropolitan Planning Organizations (MPOs) responsible for areas of Saratoga County. MPOs are federally mandated regional transportation planning organizations that influence transportation project priorities in a U.S. DOT Transportation Management Area.

Capital District Transportation Committee (CDTC)

Designated MPO for all of Saratoga County except the Town of Moreau.

Adirondack Glens Falls Transportation Council (A/GFTC)

Designated MPO for Warren County, Washington County, and the Town of Moreau in Saratoga County.

Long Distance Transportation Services

Air

Saratoga County has 5 small public use airports:

- Saratoga County Airport
- Garnseys Airport
- Heber Airpark
- Plateau Sky Ranch Airport
- Round Lake Airport

The nearest large airport is the Albany International Airport

Rail

Amtrak rail connection between Saratoga Springs Amtrak Station and Albany, NY – generally operates twice a day (52 minutes, \$23-\$35).

Heritage railway connecting the Saratoga Springs Amtrak Station to North Creek in the Adirondack Park (currently dormant)

Long-distance Bus

Trailways and Greyhound provide bus service between Albany and Saratoga Springs once or twice a day (50 minutes, \$12-\$17).

Local Bus Transit

Public Bus Service: Primarily servicing destinations in Saratoga Springs and southern portion of Saratoga County

CDTA

- Route 450: Travels along Route 50 between downtown Schenectady, Saratoga Springs (High Rock/Quad Graphics) and Wilton (7 days a week)
- Route 451: Travels between the Saratoga Regional YMCA and Saratoga Springs Rail Station via downtown Saratoga Springs (7 days a week)
- Route 452: Travels between Skidmore College and downtown Saratoga Springs (7 days a week)
- Route 540: Northway Express that travels along I-87 Exits 8, 9, 11, 12, 15 to Ballston Spa, downtown Saratoga Springs, South Glens Falls, and Corporate Woods (weekdays only)
- Route 875: Summer Trolley Service that operates in and around Saratoga Springs between hotels and tourist sites (Not Operating Summer 2020 due to COVID-19)
- Route #923: “Blue Line/River Corridor” Bus Rapid Transit (BRT) connects Waterford to communities along the Hudson River, ending in Albany (7 days a week). Service began November 2020

Greater Glens Falls Transit

- Route 5: Travels along Route 9 from Lamplighter Acres north with stops in Moreau, South Glens Falls, Fawn Road, and Moreau Family Health in Gansevoort and then return north to Glens Falls

Mechanicville Public Transit

- Fixed-route public bus entirely within the City of Mechanicville, free to ages 60+ or fare of \$0.65 each way for riders <60.

On-Demand and/or Employer Shuttles

On Demand Services: Operate primarily in more densely populated areas with good cell service.

- Taxis
- Ride-Hailing services like Uber/Lyft – became legal to operate in Upstate NY June 2017; rely on individual contractors driving their own vehicles dispatched through a smartphone app.
 - Referral Services that can help older adults and/or people with disabilities (PWD) access Ride-hailing services and other options:
 - GoGo Grandparent –for a small fee permits users can call GoGo Grandparent to arrange an Uber/Lyft ride using a landline or flip-phone
 - SPEDSTA – dispatch scheduling software solution for organizations working with older adults and PWD
- CDTA was poised to launch a pilot service in February, postponed due to COVID-19, offering flexible, on-demand van-based service from the Mechanicville Area Community Services Center and employers in the Mechanicville, Halfmoon, Stillwater, and Clifton Park areas.

Employer ride-sharing and shuttle services:

- Ellsworth Commons to GlobalFoundries

Special Target Population Options

Non-Emergency Medical Transportation:

- Veterans' Service Agency (VSA) - provides free medical transport services to local veterans to the VA in Albany.
- A+MediTrans – Private paid (or reimbursed through some insurance) door-to-door transportation
- ACC Medlink – Private paid (or reimbursed through some insurance) state to state medical transport (minimum distance of 200 miles).
- Alliance for Positive Health – provides free taxi rides, bus passes, or train tickets to people living with HIV/AIDS who are not eligible for Medicaid transportation.
- American Cancer Society – door to door service to medical appointments limited to cancer patients that transfer independently (free)
- Capital District Medical Transportation – Paid or Medicaid reimbursable; pricing by mileage (outer Saratoga County may be cost-prohibitive).
- Medicaid Cab – provides transportation to medical appointments for people who receive Medicaid, overseen by the Medical Answering Service (MAS) that fields trip requests and dispatches them mainly to local taxi companies.
- NearCare – Free transportation to medical appointments or non-medical errands available to residents of Northern Saratoga who are seriously or terminally ill.
- Saratoga County Office for the Aging Senior Transportation Van – Free rides to County residents 60+ to medical appointments in neighboring counties/Capital District.
- Wellness Express Transportation by CAPTAIN free transportation to medical appointments within a 50-mile radius for residents 60+ of Ballston, Charlton, Galway, Malta, Milton, Providence, and Village of Ballston Spa.

Low-Income non-medical, basic needs transportation for people of any age:

- Circulation – Provides transportation to fulfill non-medical basic needs (e.g., grocery store, pharmacy) at the request of a medical or service provider for their patient/client with reimbursement from Medicaid or Medicare (based on participating plans).
 - Limited to Uber/Lyft service areas

Special Target Population Options

Elder Transport: Generally, transport for older citizens is provided either by their municipality or Saratoga County Office for the Aging (OFA) according to a set schedule to a limited number of destinations (medical appointments, shopping, etc.).

- Amazing Grace Transportation – Private paid or Medicaid reimbursable non-emergency medical transportation for seniors, including to and from adult day care, errands, and medical appointments.
- The Conkling Center provides Free transportation services to ages 55+ within a 20-mile radius of Glens Falls
- Care Links of Southern Saratoga provides free transportation services to residents in southern Saratoga ages 60+ for medical appointments and shopping
- Clifton Park Senior Express free rides to shopping or appointments in Clifton Park only or for medical appointments anywhere in the Capital Region for Clifton Park residents 50+
- Corinth Senior Citizens Center \$1 donation for transportation to medical appointments, shopping and errands for Corinth residents 60+
- Moreau Community Center Dial-A-Bus shared transportation for 55+ and people with disabilities residing in South Glens Falls and Moreau for medical and personal appointments, shopping
- Halfmoon Senior Express free trips for medical appointments and shopping for Halfmoon residents 55+
- Saratoga County Office for the Aging offers County residents 60+ living in areas not served by OFA-funded municipal senior transportation services free transportation to medical appointments, shopping.
- Saratoga County Office for the Aging Senior Transportation Van free rides to County residents 60+ to medical appointments in neighboring counties/Capital District.
- Saratoga Senior Center free transportation to medical appointments, shopping, church, etc. within a limited area of the County to residents of Saratoga Springs 50+
- Stillwater Elder Care free door to door transportation to medical facilities within 25 miles of Stillwater, some shopping to Stillwater and Mechanicville residents 60+ who are not on Medicaid

People with Disabilities:

- A+MediTrans – Private paid (or reimbursed through some insurance) door-to-door transportation for medical care; provides transportation to school for children with special health care needs.
- Alliance for Positive Health – provides free taxi rides, bus passes, or train tickets to people living with HIV/AIDS who are not eligible for Medicaid transportation to medical or related services.
- Clifton Park Senior Express free rides to shopping or appointments in Clifton Park only or for medical appointments anywhere in the Capital Region for Clifton Park residents 50 AND adults with a disability on a time available basis.
- Community, Work & Independence (CWI) – fixed route and on-demand services to destinations in Warren, Washington, and northern Saratoga counties.
- Freedom and Mobility Express (FAME) – limited to ¾ of a mile of a Greater Glens Falls Transit fixed bus route.
- Moreau Community Center Dial-A-Bus shared transportation for 55+ and people with disabilities residing in South Glens Falls and Moreau for medical and personal appointments, shopping
- Special Transit Available by Request (STAR) – limited to ¾ of a mile of a CDTA fixed bus route.
- Umbrella of the Capital District Membership organization for people 62+ OR who have a disability and who own a car (annual fee \$156-\$530). Will drive you in your own car to appointments, shopping, social trips.
- Umbrella of the Capital District Membership organization for people 62+ or who have a disability and who own a car (annual fee \$156-\$530). Will drive you in your own car to appointments, shopping, social trips.
- Waterford Senior Center free transportation to medical appointments and grocery stores for Village and Town of Waterford residents 60+
- Wellness Express Transportation by CAPTAIN free transportation to medical appointments within a 50-mile radius for residents 60+ of Ballston, Charlton, Galway, Malta, Milton, Providence, and Village of Ballston Spa.

Personal Vehicles

The primary mode of transportation for Saratoga County residents is by personally-owned vehicle.

Electric Charging Infrastructure: While only a minority of cars operating in our county are electric, there are currently 53 public electric vehicle charging locations:

- Saratoga Springs – 34
- Clifton Park – 14
- Ballston Spa/Malta – 3
- South Glens Falls – 1
- Waterford – 1



Roadways:

- 365.8 miles of County-owned roads – are maintained by the County Department of Public Works, connecting all municipalities within the County
- 1,472.12 miles of local (City, County, Village-owned) roads
- 269.0 miles NYS DOT-owned
- 15.1 miles owned by other agencies, including federal agencies (e.g., toll roads for I-87)

Active Transportation: Trails

The Saratoga County Board of Supervisors formed a “**Trails Committee**” in 2009, which works with the County Departments of **Planning** and **Public Works** to develop trails for public use. In 2006, the County drafted the **Green Infrastructure Plan** for Saratoga County, which identifies County goals to include:

“provide alternative transportation options as an integral component of the trail and greenway system and ensure that these options connect places of residence, places of work, and other major destinations.”

The Plan identifies the following as having potential to be expanded into county-wide trail corridors for active transportation:

Zim Smith Trail - a partially paved, multi-use trail that extends about 7 miles from Halfmoon to Ballston Spa.

Palmertown Range which connects Saratoga Springs to Moreau Lake State Park

Ballston Veterans Bike Trail in the Town of Ballston,

Champlain Canal Trail in Waterford,

Saratoga Green Belt Trail (SGT), a 24 mile shared use path that forms a continuous loop connecting the entire city of Saratoga Springs. The SGT links pre-existing trail segments with newly developed segments.

Bicycling Infrastructure

Protected Bike Lanes

According to the **Saratoga County Green Infrastructure Plan**,

“bike lanes that are part of the vehicular roadway can be provided to create a network for cyclists where other trails are not available.”

Green Infrastructure Plan: County roadway shoulders:

“There is a need for wider shoulders on county roads for bicycling (and walking in some places). In addition, some county roadways could...ensure that road shoulders have adequate width for bicycling (at least 4-5') and sidewalks where appropriate, with the understanding that different treatments are appropriate for different settings.”

Green Infrastructure Plan: Non-motorist users of County roadways:

“Saratoga County has an excellent system of county highways that link communities together...As highway improvement projects are planned, it is recommended that the county continue to strengthen its practice of considering appropriate provision for bicycle users in the highway design....Ideally, a comprehensive approach would be made for the county highway system, where priority routes would be identified to accommodate the need for other highway users in addition to motorists.”

Bike Share

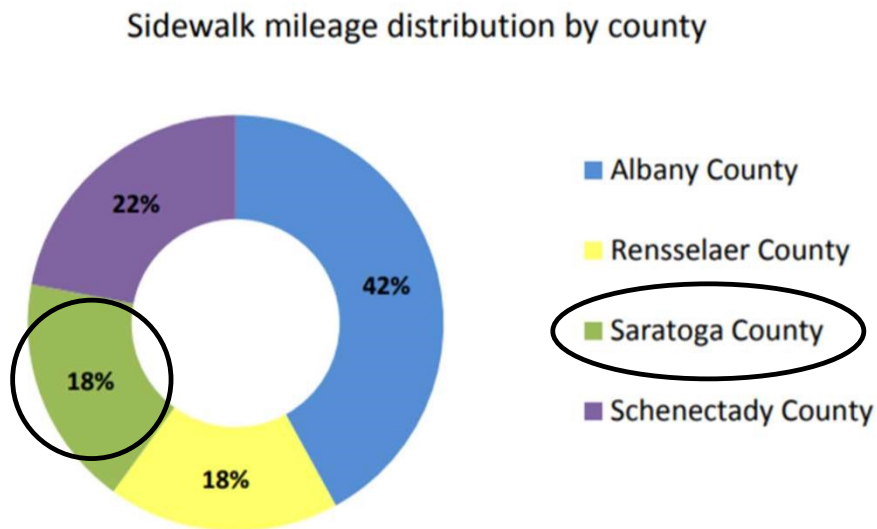
Currently, there are 2 programs both located in Saratoga Springs

- CDPHP Cycle, a partnership between CDTS and CDPHP
- BikeMore, Skidmore College program for students, faculty, and staff.

(Behan Planning Associates, LLC, Dodson Associates, Ltd., & American Farmland Trust on behalf of Saratoga County Board of Supervisors, 2006).

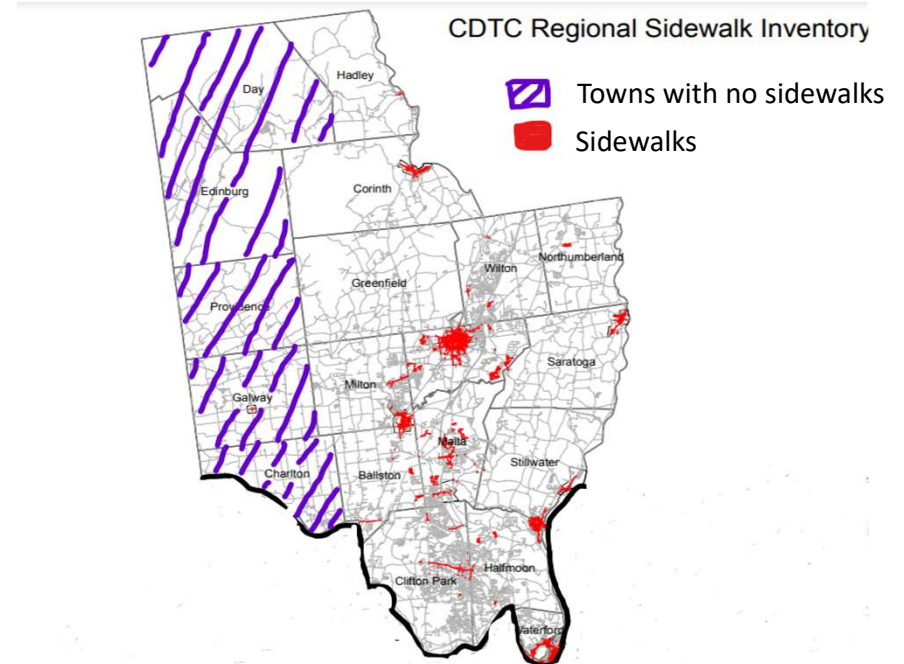
Sidewalks

Saratoga is tied for last place for least miles of sidewalk among Capital Region Counties



(Capital District Transportation Committee, 2018).

Only 9 towns in the Capital Region lack sidewalks, and 5 of them are in Saratoga County (Charlton, Day, Edinburg, Galway, Providence)



Represents data collected 2005-17

Saratoga County Sidewalk Inventory

Items of note:

- ★ **Town of Clifton Park** – has both the largest population and the greatest number of road miles but very few (<3%) roads with sidewalks.
- ★ **Town of Corinth** – has very little sidewalk coverage despite the highest % of children <5 years old and much residential development on Town roads surrounding the elementary school. Moreover, it has the 2nd highest % of people <65 years with a disability and 50% of its residents living in poverty or as the working poor.

(Capital District Transportation Committee, 2018; US Dept. of Commerce, U.S. Census Bureau, n.d.; United Way, 2020)

Municipality	% of Roads with Sidewalks ¹	Sidewalk Miles ¹	Road Mileage ¹	Total Pop. ²	% 65+ ²	% <5 ²	% <65 yrs with a disability ²	% Poverty and Working Poor ³
City of Mechanicville	118.64%	21	17.7	5,037	13.0%	6.2%	13.1%	60%
Village of Waterford	91.95%	7.54	8.2	<5,000	N/A	N/A	N/A	N/A
Village of Schuylerville	79.47%	7.55	9.5	<5,000	N/A	N/A	N/A	N/A
Village of Corinth	73.22%	10.47	14.3	<5,000	N/A	N/A	N/A	N/A
Village of Ballston Spa	73.00%	16.06	22	5,226	20.3%	4.9%	4.7%	N/A
Village of Stillwater	56.67%	3.91	6.9	<5,000	N/A	N/A	N/A	N/A
Village of Victory	55.74%	2.62	4.7	<5,000	N/A	N/A	N/A	N/A
City of Saratoga Springs	55.13%	97.75	177.3	28,212	20.0%	4.1%	7.3%	37%
Village of Galway	41.30%	0.413	1	<5,000	N/A	N/A	N/A	N/A
Town of Malta	15.69%	17.4	110.9	16,252	15.9%	4.5%	7.6%	28%
Town of Waterford	11.82%	3.84	32.5	8,463	13.9%	6.1%	9.3%	42%
Village of Round Lake	10.09%	1.09	10.8	<5,000	N/A	N/A	N/A	N/A
Town of Ballston	7.30%	6.69	91.6	11,464	18.8%	6.1%	6.9%	28%
Town of Milton	2.97%	3.54	119.3	19,367	14.0%	4.6%	9.2%	40%
Town of Clifton Park ★	2.83%	7.37	260.8	36,366	17.4%	5.4%	4.6%	21%
Town of Halfmoon	2.66%	3.99	150.2	24,635	17.1%	5.0%	5.3%	35%
Town of Wilton	1.88%	2.74	145.6	16,918	14.8%	5.6%	7.3%	31%
Town of Northumberland	1.61%	1.4	87.2	5,076	12.9%	6.7%	9.1%	29%
Town of Hadley	1.29%	0.75	58.1	<5,000	N/A	N/A	N/A	49%
Town of Saratoga	0.91%	0.92	101.1	5,695	15.4%	3.9%	7.6%	39%
Town of Stillwater	0.75%	0.81	108.2	8,972	18.4%	4.6%	8.3%	32%
Town of Corinth ★	0.27%	0.165	61.9	6,393	15.8%	7.9%	12.8%	50%
Town of Greenfield	0.16%	0.198	126.7	7,719	20.3%	5.1%	9.6%	38%
Town of Charlton	0.00%	0	77.1	<5,000	N/A	N/A	N/A	24%
Town of Day	0.00%	0	52.7	<5,000	N/A	N/A	N/A	52%
Town of Edinburg	0.00%	0	54.5	<5,000	N/A	N/A	N/A	48%
Town of Galway	0.00%	0	89.2	<5,000	N/A	N/A	N/A	32%
Town of Providence	0.00%	0	60.3	<5,000	N/A	N/A	N/A	38%
Town of Moreau*	N/A	N/A	N/A	15,459	15.7%	5.7%	9.8%	46%

Specific Transportation Challenges in Saratoga County

Residents face significant access barriers. With public transit limited to just bus service in only a portion of the County, prioritizing walking, bicycling, and alternative transportation options may be a good strategy that also benefits other transportation health goals (reduced air pollution, more physical activity, fewer motor vehicle injuries).

Access Barriers: County Services

No public transit to needed services

Public Health Clinics, County Jail, Probation, and Animal Shelter:

Saratoga County Public Health moved this summer to the Paul E. Lent Public Safety Building in Ballston Spa, which is located in the County compound on County Farm Road along with Probation, County Jail, County Sheriff, DPW, and Animal Shelter, in a rural-ish area 1.5 miles from the center of the Village of Ballston Spa without sidewalk, bicycle lane or CDTA bus access.

Department of Social Services (DSS):

CDTA bus service to DSS has been suspended due to decreased ridership during COVID-19. As a result, DSS is accessible only by car. There is no sidewalk, bike lane, or other public transportation access.

COVID Disruptions in Service

Veterans Transportation Services:

Saratoga County Veterans' Service Agency (VSA) provides medical transport services to local veterans to the VA in Albany. Many service users have no other transportation option. However, COVID-related changes in medical appointment scheduling at the VA as well as need for social distancing on vans have rendered the service not cost-effective. VSA is exploring other options (including Lyft, etc.).

Sidewalk Disrepair

Main County Building – 40 McMaster Street:

The sidewalks around the main County Administrative building at 40 McMaster St. in Ballston Spa are in disrepair, rendering them non-ADA compliant. Fortunately, this year's County budget includes \$\$ for sidewalk repair. 😊

Access Issues:

Limited Public Transit County-wide

Much of the population with limited income in our County does not live in areas serviced by CDTA bus lines, which are the primary public transit option in Saratoga County (along with, to a lesser extent, GGFT bus).

Areas with more affordable living that lack CDTA service:

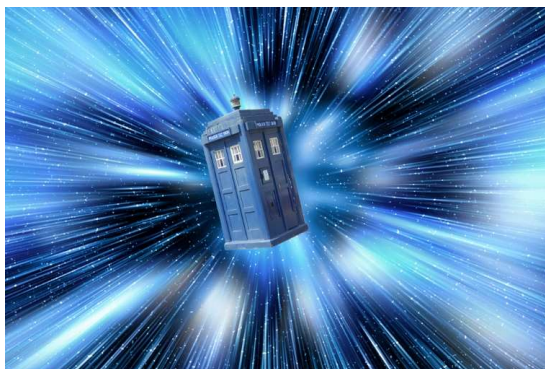
Corinth
Ballston Spa
motels in Saratoga Springs on Route 9
Wilton/Saratoga Springs Trailer Parks
(Pyramid Pines, Locust Grove)
Greenfield Center
Porter Corners

Impact: Difficulty completing daily tasks like commuting to work and/or trips to the grocery store or laundromat.

During COVID-19, the Salvation Army started a food delivery service and has found that many older residents living in these areas rely on them for their daily nutrition needs

SCPHS identified transportation barriers as a leading contributor to negative health outcomes in the Northern part of Saratoga County in its 2019 Community Health Improvement Plan.

“Special transportation programs” are frequently unavailable or limited in underserved areas. Non-medical transportation (e.g., to grocery store, pharmacy) for Medicaid recipients is available in the Capital Region from Circulation (through Alliance for Better Health), but is not available in most rural parts of Saratoga County because Uber/Lyft are not active there.



In the past: More public transit options were available in Saratoga County

In the 19th and 20th centuries, there were a number of rail systems carrying both goods and people crossing Saratoga County north/south and east/west.

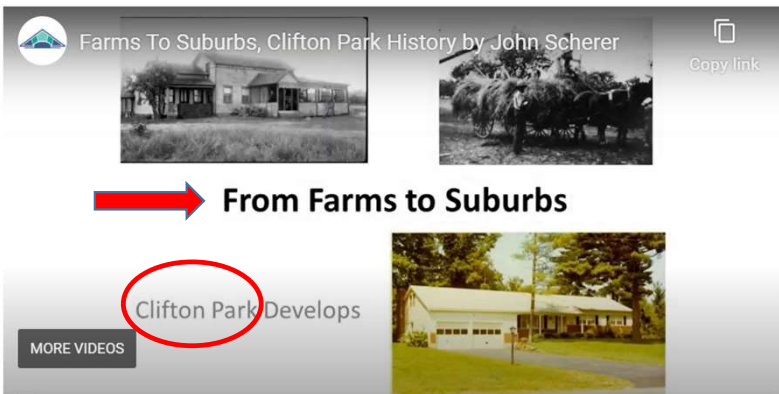
Many towns also had their own trolley systems for local transit.

EXAMPLE: The Ballston Terminal Railroad (1898-1928) was an electric trolley system built mainly to move freight to and from the 12 mills along Kayaderosseras Creek to the Village of Ballston Spa where it connected with the D&H Railroad. It eventually extended 22 miles and extended to Rock City Falls and Middle Grove.

In addition to freight, it also carried people:

- Transporting employees from residential centers to the mills
- Shoppers heading to Village of Ballston Spa, and
- Students attending school in Ballston Spa.





Infrastructure must adapt to Saratoga's suburban-urban evolution

Agricultural land has given way to industrial, residential and commercial development as Saratoga County has become NYS' fastest growing county

NYS ranks in the top 20 most threatened states for farmland conversion.

- In NYS, nearly 80% of converted farmland between 2001-16 became "low-density residential" (i.e., sprawl)
- Much of Saratoga County is now urban or suburban, but many of its roadways continue to be treated as "rural" (with no sidewalks, etc.)

American Farmland Trust recommends adopting policies that reduce poorly planned development that leads to urban/suburban sprawl

- Policies favoring pedestrian and bicycle infrastructure on roadways experiencing increased residential density force parties to internalize the costs of development, discouraging sprawl.

Problem: By the 2000s, only 13% of school children nationwide walk or bicycle to school in contrast to the 1960s when 50% did so.

School Construction Trends: Up until the 1970s, most schools were located in close proximity to residential areas. Since then, a variety of factors have led to the construction of new schools on the outskirts of communities where land costs are lower and large school complexes can be built to consolidate smaller neighborhood school systems for efficiency. Coincidentally, new home construction has also been away from residential centers on undeveloped land where land costs are cheaper, making it harder for low and middle income families to live a walkable distance from school.

Impact: Greater distance from residential areas combined with a lack of pedestrian infrastructure on these more rural roads makes it difficult, if not impossible, for children to walk or bicycle to school.

Consequences:

- Less physical activity among children
- Obesity
- Traffic congestion around schools
- Poorer air quality around schools
- Less independence for children
- Increased child care needs for families who must include transportation to and from school in their child care planning.

Many Schools are inaccessible to non-motorists

Schools are the heart of a community.
They are hubs of activity for people of all ages and abilities. Thus, it's vital they be accessible to all modes of transportation.

Examples of parent, student, and community groups advocating for greater pedestrian and bicycle access:

- **Corinth Central School District** – is conducting a Safe Routes to School (SRTS) Initiative to members Safe Routes to School initiative. 250 parents participated in the parent survey. A draft assessment was published July 2020 and next steps are being considered (<https://storymaps.arcgis.com/stories/2ee0fac114f8432999a2028857bc2354>).
- **Shenendehowa School District** - CPMAC (Cyclist & Pedestrian Mobility Advocacy Club) - a student led effort that began as a Lego club project. The students are advocating for safer pedestrian and bicycle access in their community, including around school buildings. (<https://shenfill.wixsite.com/cpmac/about-1>).



In the past: “Pedestrian infrastructure” was part of residential development patterns

Prior to the advent of popular car ownership, residential development was largely limited to areas accessible by railroads and trolleys.

- Most new developments within residential centers included sidewalks.
- As car ownership grew, people sought cheaper homes built in rural areas where, because developers were subdividing lots along rural roadways, developers could avoid the cost of laying out new streets and associated infrastructure like sidewalks.
- During the 1960s and 70s, streets without sidewalks were marketed as giving suburban streets a desirable “rural look” even as population densities were transforming rural areas into suburban and urban areas

Increased traffic along rural roadways transformed previously walkable roads into safety hazards for walkers and cyclists, ceding roadways almost exclusively to motorists.

- Although sidewalk construction was not common in rural areas, rural residents commonly walked or bicycled along roadways, including to go to church, market, and school.
- With the advent of the automobile, more and more retail and service providers began to look for locations readily accessible by auto. So, businesses started moving to strip mall type locations along suburban/rural routes.
- Since parking lots made stores difficult to reach and conditions on highways began to be both unsafe and unpleasant for pedestrians, fewer people chose to walk.
- As walking declined, public leaders increasingly ceased requiring the construction of sidewalks even in areas with dense development that would traditionally have warranted sidewalks.

Chronic Disease and Traffic Injuries:

Asthma, Obesity & Drunk Driving Accidents

Adverse health data for 2 health conditions are frequently brought to Saratoga County Public Health's attention by external agencies and authorities:

- Asthma rates
- Excessive drinking and its consequences, such as alcohol-impaired driving deaths and injuries

Asthma: Asthma is generally “well-controlled” in Saratoga County likely due to socioeconomic factors. However, once it is triggered into being (e.g., by air pollution), it is lifelong, incurable, and renders an individual vulnerable to changes in circumstances.

- The top NYS public health intervention – Healthy Neighborhoods Program - is inapplicable to Saratoga County as we don't qualify on socioeconomic grounds and the primary intervention target is the home while our primary trigger is ambient outdoor air quality.

Both would benefit from investments in our built environment that:

- increase active transportation (walking, bicycling),
- reduce traffic congestion and tailpipe emissions,
- Minimize opportunities for motor vehicle accidents

Alcohol: In a tourist destination such as Saratoga County, there has been little interest in the most recommended public health interventions (limiting the # of alcohol sales, raising alcohol taxes, restricting alcohol at public events or on certain days or evening hours).

- By hardening infrastructure (sidewalks, protected bike lanes, robust crosswalks, roadway infrastructure that subconsciously cues drivers to slow at crossings or densely populated areas), we would prevent alcohol-related deaths and injuries and protect our tourist industry.

Automated vehicle technology could help reduce traffic injuries, and electrically powered vehicles can reduce air pollution.

Potential Recommendations

Opportunities for the County to provide increased cooperation and support for achievement of county and municipal transportation goals.

Public Health Goals

Policies, decisions, and actions that support:

(1) Greater access

- Specifically to County services (e.g., Public Health Clinics, DSS)
- More broadly to any destination around the county but especially: places of employment, medical care providers, daycares, schools, grocery stores

(2) More opportunities for safe walking and bicycling

- Especially to facilitate short-distance trips, around schools, places of worship, community centers, libraries, retail centers, etc.

(3) Fewer motor-vehicle related injuries, particularly alcohol-impaired ones

(4) Less air pollution from transportation sources

Access to County Compound and DSS

The County Compound, 6012 County Farm Road, Town of Milton: a growing site of County government with an increasing number of employees and public services (e.g., health clinics, parole, animal shelter). It lacks public transit; has no sidewalks, no bicycle lanes, and the road shoulders within and around it are narrow.

County Dept of Social Services (DSS), 152 W. High St., Village of Ballston Spa: lacks sidewalk or bike lane access. Moreover, during the COVID-19 pandemic, CDTA discontinued bus service due to low ridership.

Future planning: could include working with the Town of Milton and Village of Ballston Spa on a long-term plan to enhance access, such as: wider road shoulders, sidewalks, bicycle access, alteration of Fairground Avenue to make it straighter, as it is experiencing increased traffic on a winding road with significant right-hand turns.

Bus Access:

County officials at all levels, particularly those representing the County on MPO committees should advocate for

- the addition of a CDTA bus stop at the County Compound and reinstatement of the CDTA bus stop at DSS in the Village of Ballston Spa.

Multi-Modal Access:

Possible Actions:

- Advocate and support the Town of Milton in creating complete streets around the County Compound
- Encourage the Village of Ballston Spa to construct sidewalks and bike lanes around the DSS building. Identify the lack of sidewalks near DSS as a gap in the sidewalk inventory currently being undertaken by the Village.

Economic Development: The County Compound is located just 1.5 miles from the center of the Village of Ballston Spa. The growing number of County employees at the Compound would benefit from greater access to the Village and Village restaurants and merchants would benefit from their patronage. Parking in the Village will be a growing issue if alternative forms of transportation access are not cultivated, such as sidewalk and bike lane connections and, possibly, a shared bike program (particularly e-bikes capable of transversing the steep hills).

Access throughout the County

Increase Public Transit Options

- Saratoga County should advocate for more public transportation options within our County, particularly through the two MPOs that serve our County.
- The County should keep abreast of changes in technology and transportation services (e.g., self-driving vehicles, TNCs, etc.) that could make public transportation economically feasible in underserved areas of our County that currently lack the population density for “traditional” public transit.
- The County should facilitate other forms of transportation across the County that are already available to us that do not rely on owning or driving a private vehicle, such as:
 - Bicycles and walking
 - “Transportation Network Company (TNC)” penetration (e.g., Uber, Lyft)

Much of the rural transportation problem is actually a **broadband/ cell service problem**. If broadband/cell service is strengthened and extended into rural areas, then, TNCs have greater ability to follow, giving low-income residents access to transportation programs like Circulation and residents with means who nonetheless have barriers to driving greater independence.
 - Micro-mobility/ last mile solutions

Prioritize Community Hubs

Community Hubs: Schools, places of worship, libraries, YMCAs, community centers, hospitals and medical centers, etc.

Goal: Provide safe access by foot, bicycle, and by car (i.e., “multi-modal” or “complete” access).

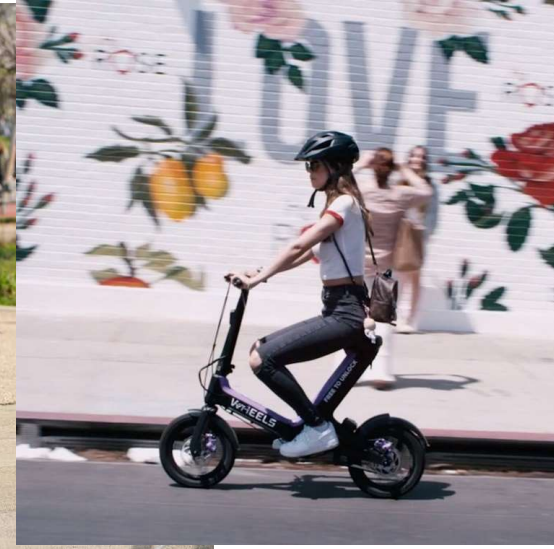
How:

- Encourage the siting of new or expanded hub facilities in densely populated areas rather than on undeveloped land far from the population they serve.
- Endeavor to build “complete streets” within a 1 to 2 mile radius around every hub location.
- Enshrine these principles in municipal comprehensive plans, zoning codes, and other municipal planning activities. Put developers on notice that pedestrian and bicycle infrastructure are required aspects of any new project within a prescribed distance of those hubs.

Promote Micro-mobility:

Personal transportation devices that are lightweight (e.g., up to a 500lbs) and often battery-operated, with slower speeds than motor-vehicles (e.g., 8-50 MPH)

Examples range from **solely human-powered** (bicycles, skates, skateboards, kick-scooters, etc.) to **electric-powered/ battery-operated** (e-bikes, e-scooters, motorized foot scooters, motorized skateboards, self-balancing scooters, neighborhood electric vehicles, etc.



Advantages of Micro-mobility



Health

- Physical activity - providing a battery-powered back-up when the user is tired can increase the frequency and length of trips.
- Social Distancing – provide socially distanced transportation options (the 2002 SARS outbreak led to the first wide-spread use of e-bikes).



Equity can help many elderly or physically impaired people to remain or become mobile.



Last Mile Problem

Public transport often doesn't take us exactly where we need to go, parking isn't always available everywhere, owning a car or vehicle isn't always possible or reasonable, and walking isn't always feasible or desirable. Micro-mobility devices can help:

- Some are portable, can be carried on one's person and used as needed
- E-bike and e-scooter share programs extend mobility over a wide area
- By taking up less space, they decrease parking demands
- They can substitute for cars where non-electric bicycles or walking aren't desirable, such as when dressed in business attire, transporting goods like groceries, commuting in the dark or bad weather, etc.

Environment

Large-scale adoption of micro-mobility devices can decrease air pollution from motor vehicles, reduce traffic noise and road congestion.

Cost

The price of e-bikes has been steadily decreasing as they increasingly penetrate the market.

(Weiss, Dekker, Moro, Scholz, & Patel, 2015)

Safety regulations for micro-mobility devices to identify:

- When and where they're permitted
- How each type is regulated. Low-speed devices like e-scooters and e-bikes may be treated as bicycles while faster devices could be regulated as mopeds.
- Speed limits for micro-mobility devices – e.g., slower speeds on sidewalks.
- Speed limits for motor vehicles when they share road space with micro-mobility riders, pedestrians and bicyclists.

Infrastructure:

- Design a protected and connected network for micro-mobility. “Protected” can mean a range of engineering solutions from traffic calming measures to dedicated lanes.

Access/ connected micro-mobility networks:

- Facilitate micro-mobility in well-trafficked areas (e.g., retail centers and community hubs), such as:
 - Bicycle racks and other micro-mobility device “parking”
 - Shared networks like Lime e-bike rentals so that people can rely on access to a micro-mobility devices when deciding to forgo taking their motor vehicle to a destination.

(International Transport Forum, 2020)

Micro-Mobility Local Level Actions



“Complete Streets”

Complete Streets: designing roads to enable safe access for all users - pedestrians, bicyclists, motorists, and public transit riders – of all ages and abilities, with features appropriate to the geographic context (rural, suburban, urban). It’s considered a best practice and/or endorsed by, among others, the AARP, NYS DOT, U.S. DOT, American Planning Association.

Advantages:

- More livable communities that improve, equity, safety and public health
- Reduced transportation costs and less traffic congestion
- Economic benefits - complete streets projects tend to increase employment and result in higher property values.
- Competitive Advantage - Adoption of a formal “complete streets” policy by a municipality can bring competitive advantages, such as when applying for federal and state transportation funding or for non-governmental grants. Moreover, adoption of such a policy counts towards certification as a “NYS Climate Smart Communities” that can make a community eligible for other non-transportation related funding streams and/or give a community a competitive advantage for funding over other communities without the certification.
- Best practice and/or recommended by AARP, NYS DOT, US DOT, American Planning Association, and others.

Sample Complete Streets Infrastructure: sidewalks, paved shoulders, lane striping, bike lanes, share-the-road signage, crosswalks, traffic signals, raised crosswalks, etc.

How: Communities can adopt a “formal” policy or simply take action. Regardless whether a formal policy is adopted, change usually happens incrementally – as you do maintenance, as developers propose new projects. The municipality decides when and where; there is no external timeline.

Complete Streets Status in Saratoga County

To a certain extent, all of Saratoga County is already required to incorporate Complete Street planning under NYS Complete Streets Law, but only one municipality (the City of Saratoga Springs) is reaping the rewards and benefits of adopting a formal policy.

NYS Law: The NYS Complete Streets Law (adopted 2011), requires county and local agencies to consider the safety and convenience of all users, including walkers and bicyclists, when developing transportation projects that receive state and federal funding and which are subject to NYS DOT oversight.

Municipalities that have adopted Complete Street Policies:

- [City of Saratoga Springs](#) - Saratoga Springs has an award winning “main street” and has been designated a Bronze-level Walk Friendly Community. Saratoga Springs is leveraging federal transportation funding to build on that success and bring it to all sectors of its community. For example, it received a \$1.52 million grant through the 2019-2024 Federal Transportation Improvement Program (TIP) (of which the City must fund 20% - roughly \$380,000) for pedestrian infrastructure.

County Role - Support Municipalities

Current Role: The Department of Public Works (DPW) maintains County roads and enforces existing codes and policies outlined in the County Policy Handbook. The County, through its departments like DPW, supports municipalities that would like to construct sidewalks, bike lanes, or other infrastructure on County roads within their boundaries through an informal process. In such cases, the municipality must take financial responsibility for installation and maintenance of the infrastructure and, depending on the circumstances, take full ownership (title) of the affected segment of road.

Ways the County could further support municipal efforts:

- Longer notice period of County paving schedule
- Adopt shoulder width standards for County roads similar to that of NYS in its Empire State Plan
- Fund Complete Streets infrastructure in the Saratoga County Trails Grant Program
- Authorize a County Committee (new or existing) to (1) research and strategize ways to address maintenance costs, (2) empower municipalities to implement Complete Streets, and (3) consider incorporating shared services for Complete Streets in the County shared services agreement.
- Create a centralized “Complete Streets” inter-municipal lending library
- Update and amend the 1978 Saratoga County Comprehensive Plan to reflect the transportation issues and concerns of today and identify county transportation goals for the 21st century
- Advocate with relevant authorities for additional air quality monitoring stations in urban areas of the County.

NOTE: In one way or another, all of these ideas are part of the Saratoga County Green Infrastructure Plan, which includes elements of Complete Streets infrastructure. A more explicit recognition of multimodal transportation or Complete Streets infrastructure as “green infrastructure” would allow the County to easily incorporate any or all of these recommendations into the structures and committees created by the Green Infrastructure Plan.

Explanation of County Support Opportunities

Longer notice period of County paving schedule:

According to interviews with a number of municipalities, they currently receive about 2 weeks notice of the County road paving schedule before the work takes place. More advance notice would permit municipalities to give input and, where desired, make arrangements for and submit proposals to the County for complete streets type infrastructure projects on those roads.

The Saratoga County Trails Grant Program: The Board of Supervisors has allocated \$75,000 in grant funds to assist municipalities with the planning and construction of trails. The County could add:

- To the eligible projects criteria: *“sidewalk replacement, bike lane striping and re-striping”*
- To the project rankings considerations: *“provides....walking, biking, connectivity to town and village population centers, walking opportunities for rural residents, and/or promotes safety, physical activity, and otherwise promotes the health of our residents”*

County Support Opportunities cont...

Inter-municipal Lending Library: Many communities (e.g., Albany County) have formed “lending libraries” in which the County and municipalities voluntarily pool equipment and tools to facilitate transportation demonstration projects, collect data to support grant applications, and reduce barriers to complete streets implementation.

- Such a library could be as simple as an excel spreadsheet maintained by a county agency (e.g., Planning or DPW) noting County and municipal equipment that is available.
- Examples of equipment: orange cones, trail counters, signage, etc.

County Multimodal Transportation Advisory Committee (or add these to the duties of an existing committee, such as the Trails Committee) to help municipalities better plan for and implement local complete streets plans and coordinate such plans with County road activities (e.g., repaving). Such a committee could:

- Explore options to address maintenance costs.
- Provide a forum for notice and planning of County road maintenance to better coordinate with municipally planned projects, prioritize projects, etc. .
- Provide non-binding, advisory opinions regarding County road design and changes at critical decision points.

Demonstration Projects – More and more, communities are using low cost, temporary measures to demonstrate how a public space or street could operate with the addition of pedestrian and bicycle infrastructure. This helps residents “trial” the changes before committing to their adoption permanently, make informed decisions, and provide input to modify the project before more permanent construction. Examples: temporary pavement markings, signage, striping, cones, tape and/or spray chalk. These sorts of things could be included in the lending library.

Maintenance Costs

Problem: The cost of maintaining Complete Street infrastructure has been identified by both Saratoga County and municipal officials as the biggest barrier to implementation. Costs include equipment and compensation for staff time for such things as paint striping of bike lanes, repaving, snow removal, sidewalk repair, mowing, signage maintenance. While grant and government funding can often be found to cover the cost of installation, there are few funding streams for ongoing maintenance.

Opportunity for County Leadership: Maintenance is a problem for every municipality, at every level of government. Thus, it is an issue ripe for County-level leadership to bring parties together to strategize, share knowledge and experience, and facilitate coordination. A sample of ideas from across the nation:

- Many municipal codes require private property owners to maintain sidewalks in good condition (repair, snow removal). However, this can be challenging for property owners.
- Setting up municipal programs for the bulk purchase of concrete so property owners enjoy reduced material costs.
- Having municipalities assume responsibility for sidewalk maintenance with direct reimbursement from property owners through individual property tax bills.
- Special Assessment Districts that collect tax money from property owners in the district to pay for sidewalk repair and snow removal.
- Municipal employment programs for youth or the underemployed for sidewalk snow removal or other maintenance.
- Cooperative snow removal programs, such as “Snow Angels” in the City of Pittsburgh that pairs volunteers with property owners who are elderly or living with a disability.
- Community Development Block Grants and/or a city-wide tax program that can comprehensively address sidewalk or bike lane maintenance gaps with municipal department employees and equipment.

County-Level Transportation Planning

A 2016 Saratoga Regional Traffic Study for the Center for Economic Growth (CEG), that was partially funded by Saratoga County, noted that population growth is changing the character of Saratoga County from primarily rural-suburban to more dense development and that such growth is placing a strain on our transportation system. Among other things, the study recommends using planning principles and zoning laws to create smart growth, implement Complete Streets, and widespread adoption of pedestrian, bicyclist and public transit user facility upgrades.

The last **Saratoga County Comprehensive Plan** was adopted in **1978**, rendering it relatively useless. However, throughout the 1978 Plan, the County emphasized the need for municipalities within the County to cooperate to achieve common goals and the County government's role in facilitating that cooperation. Given the County's rapid population growth and evolving character, it may be time to adopt an updated County Comprehensive Plan. And, the County may consider adopting overarching principles with respect to transportation. For instance:

- The City of Pittsburgh has adopted “**Mobility Goals**” and “**Principles for Shared and Autonomous Mobility**” (<https://pittsburghpa.gov/domi/index.html>) that establish a framework for the transportation of people and goods within its boundaries and give guidance to transportation decisions.
- Given rapidly advancing transportation technologies and platforms (e.g., automated vehicle technology, e-bikes and other micromobility devices, electric vehicles and charging infrastructure, transportation network companies and ride-sharing), our County would benefit from a comprehensive and coordinated plan.

The Green Infrastructure Plan

The Saratoga County Green Infrastructure Plan (2006) refers both explicitly and implicitly to many of the transportation needs, goals, and recommendations contained in this document. Thus, the structures, committees and policies already in place could be easily expanded and adapted to include the broader range of multimodal transportation objectives considered by the Age-Friendly Committee. For instance, the definition of “green infrastructure” could be expanded to include multimodal transportation.

Sample language from the Plan:

- (p. v) *Saratoga County can play a significant role in helping communities, landowners, and others achieve the vision for the future through additional planning, administration, and project funding support*
- (p. iv) *LINK GREEN INFRASTRUCTURE PLANNING WITH GREY INFRASTRUCTURE PLANNING....Coordinate county public works projects, such as those planned for county highways and other corridors, with green infrastructure planning*
- (p. 62) *Saratoga County can continue to help advance the vision and goals expressed in this plan by refining county policy. Policy areas for consideration include county infrastructure, county highways, tax foreclosure and the disposition of lands, and county forests.*
- (p. 70) *DESIGNATE A SYSTEM OF SCENIC ROADS IN THE COUNTY Use the heritage corridors defined in Appendix D as the basis for a system of scenic roads in the county...Additional guidance for local communities, such as design guidelines for scenic roads to meet the specific character of each road or road segment, could be developed in the future as part of this effort.*
- (p. 64) *HELP TO BUILD LOCAL CAPACITY FOR GREEN INFRASTRUCTURE BY CREATING A COUNTY GREEN INFRASTRUCTURE ASSISTANCE PROGRAM The county can play a very important role in green infrastructure planning and implementation by providing support and information to local communities ...Track and maintain local and regional GIS data, and share this with local communities. Advocate for/assist with creation of new data as needed. Create a central location for green infrastructure information. This might be a library or resource center at the county offices, or it might be green infrastructure link on the county’s website. Topics of interest to local communities that were mentioned throughout this process include:...model ordinances...Grant funding opportunities...Planning for road maintenance...*
- (p. 67-68) *PROVIDE LANDOWNERS WITH INCENTIVES FOR PUBLIC ACCESS There are many different incentives that could be provided to landowners who allow public access on their lands to help fulfill a county trail corridor or other public access area, including tax incentives and liability insurance... the county could provide liability insurance where needed to secure a designated county trail link, where a local municipality or landowner is not able to do so. Likewise, tax incentives could be provided to encourage landowners to provide public access easements.*

Suggested Transportation Performance Measures

Access

Complete Streets

- # of communities that have adopted formal complete street policies
- # of Complete Streets-like projects or demonstration projects

Sidewalks

- Total miles of sidewalk
- % of roads with sidewalks
- Miles of sidewalk within 1-2 mile radius of all schools

Bike Lanes

- % of roads with bike lanes

Broadband/Cell Service Coverage

- Create GIS map of broadband access of Saratoga County using Rural LISC's Rural Broadband Access/ Test IT Mobile App, which allows residents to download an app that tests connectivity availability and speed at their location

Chronic Disease

Physical Exercise

- % of children reporting commuting to school by foot, bicycle or other active means

Obesity

- % of age-adjusted adults overweight or obese
- % of children aged <5 years overweight or obese

Other Chronic Conditions that can often be prevented, delayed or moderated through physical activity:

- % age-adjusted adults with physician-diagnosed diabetes
- % of age-adjusted adults with cardiovascular disease
- % age-adjusted adults with physical-diagnosed high blood pressure

Suggested Transportation Performance Measures

Air Pollution

Pollutant measurements

- Annual # of high ozone days

Disease or Conditions related to air pollution

- Age-adjusted adults with current asthma
- Pneumonia/flu hospitalization rate per 10,000 65+
- Age-adjusted lung and bronchus cancer incidence rate per 100,000
- Age-adjusted lung and bronchus cancer mortality rate per 100,000

Traffic Injuries

Motor Vehicle crashes

- Motor vehicle traffic deaths
- Motor vehicle traffic hospitalizations
- Motor vehicle emergency department visits
- Annual # of pedestrian crashes

Alcohol-Impaired Motor Vehicle crashes

- Annual # of alcohol-impaired driving deaths
- Annual # of alcohol-impaired driving injuries

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